

PB# 89-29

VICTORIA CENTER

32-2-29

VICTORIA CENTER (C&R ENT.) #89-29
RILEY & MOORES HILL RD.
(ZIMMERMAN) SITE PLAN

TOWN OF NEW WINDSOR
PLANNING BOARD

APPROVED COPY

DATE: *Withdawn* 10-3-02

General Receipt

10704

TOWN OF NEW WINDSOR

555 Union Avenue
New Windsor, N. Y. 12550

July 7, 19 87

Received of C & R Enterprises \$ 25.00

Twenty-five and 00/100 DOLLARS

For Planning Board Application # 89-29

DISTRIBUTION

FUND	CODE	AMOUNT
<u>CK #105</u>		<u>25.00</u>

By Pauline G. Townsend

Town Clerk

Title

Williamson Law Book Co., Rochester, N. Y. 14609

General Receipt

10705

TOWN OF NEW WINDSOR

555 Union Avenue
New Windsor, N. Y. 12550

July 7, 19 87

Received of Pauline G. Townsend, Town Clerk \$ 1000.00

One Thousand and 00/100 DOLLARS

For Planning Board Site Plan # 89-29 C & R Enterprises

DISTRIBUTION

FUND	CODE	AMOUNT
<u>CK #106</u>		<u>1000.00</u>

By Susan Zappala

Deputy Comptroller

Title

Williamson Law Book Co., Rochester, N. Y. 14609

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 10/03/2002

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LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]
W [Disap, Appr]

FOR PROJECT NUMBER: 89-29

NAME: VICTORIA CENTER

APPLICANT: C & R ENTERPRISES

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
10/03/2002	APPLICATION WITHDRAWN	WITHDRAWN
06/26/1991	P.B. APPEARANCE	TO RETURN
02/27/1991	P.B. APPEARANCE	TO RETURN
02/05/1991	WORK SESSION APPEARANCE	REV.-NO W.S. RETURN
10/03/1990	P.B. APPEARANCE	RETURN TO WORK SESS.
07/26/1989	P.B. APPEARANCE	SITE VISIT SCHEDULED
07/26/1989	P.B. APPEARANCE	LEAD AGENCY
07/26/1989	P.B. APPEARANCE	TO RETURN

/ /

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 10/03/2002

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LISTING OF PLANNING BOARD FEES
ESCROW

FOR PROJECT NUMBER: 89-29
NAME: VICTORIA CENTER
APPLICANT: C & R ENTERPRISES

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
/ /		PAID		0.00	
07/07/1989	SITE PLAN ESCROW	PAID		1000.00	
10/02/2002	P.B. ENGINEER FEE	CHG	501.00		
10/03/2002	RET. TO APPLICANT	CHG	499.00		
		TOTAL:	1000.00	1000.00	0.00

10/3/02
L.R.

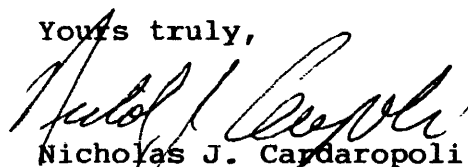
September 24, 2002

Mr. James Petro
Chairman, Town of New Windsor Planning Board

Dear Mr. Petro:

Please withdraw my application #89-29 on property
Section 32-2-29 Town of New Windsor, The property
has since been sold and please return all monies
to Nicholas J. Cardaropoli of C&R Enterprizes.

Yours truly,



Nicholas J. Cardaropoli
Principle C&N Enterprizes
48 Westbrook Road
Newburgh, NY 12550

AS OF: 10/02/02

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HISTORICAL CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 89- 29

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT DESCRIPTION-----	RATE	HRS.	TIME	EXP.	BILLED	BALANCE
89-29	58986	06/06/89	TIME	MJE	MC VICTORIAN CTR	60.00	0.30	18.00			
89-29	58991	07/06/89	TIME	MJE	MC VICTORIA CTR	60.00	0.30	18.00			
89-29	59001	07/19/89	TIME	MJE	MC VICTORIA CTR	60.00	1.00	60.00			
89-29	59007	07/19/89	TIME	NJE	CL VICTORIA CENTER	19.00	0.50	9.50			
89-29	59073	09/25/89	TIME	MJE	MC VICTORIA CTR	60.00	0.50	30.00			
								135.50			
89-29	59070	09/18/89			BILL INV 89-369					-105.50	
										-105.50	
89-29	59133	12/29/89	TIME	MJE	MC VICTORIA CTR	60.00	0.30	18.00			
								18.00			
89-29	59117	12/11/89			BILL INV 89-481					-30.00	
										-30.00	
89-29	59199	02/15/90	TIME	MJE	MC VICTORIA CTR	60.00	0.30	18.00			
89-29	59226	03/09/90	TIME	MJE	MC VICTORIAN CTR	60.00	0.30	18.00			
89-29	59231	03/14/90	TIME	MJE	MC VICTORIAN CTR	60.00	1.50	90.00			
								126.00			
89-29	59302	05/03/90			BILL INV 90-217					-144.00	
										-144.00	
89-29	59493	09/24/90	TIME	MJE	MC VICTORIA CTR.	60.00	0.50	30.00			
89-29	59497	09/25/90	TIME	MJE	MC VICTORIA CTR.	60.00	0.10	6.00			
89-29	59500	09/25/90	TIME	MCK	CL R/C:VICTORIA CTR S/P	25.00	1.00	25.00			
								61.00			
89-29	59596	12/17/90			BILL 90-420					-61.00	
										-61.00	
89-29	59699	02/05/91	TIME	MJE	MC VICTORIAN CTR S/P	65.00	0.40	26.00			
89-29	59774	02/25/91	TIME	MJE	MC VICTORIA CENTER	65.00	0.80	52.00			
89-29	59819	02/26/91	TIME	MCK	CL REV COM:VICTORIA S/P	25.00	1.00	25.00			
								103.00			

AS OF: 10/02/02

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HISTORICAL CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 89- 29

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT DESCRIPTION-----	RATE	HRS.	TIME	DOLLARS-----	
									EXP.	BILLED
89-29	60042	05/08/91			BILL inv 91-282					-103.00
										-103.00
89-29	60385	06/24/91	TIME	MJE	MC VICTORIA CTR	65.00	0.40	26.00		
89-29	60328	06/25/91	TIME	MCK	CL V/REVIEW COMMENTS	25.00	1.00	25.00		
89-29	60386	06/25/91	TIME	MJE	MC VICTORIA CTR S/P	65.00	0.10	6.50		
								57.50		
89-29	61104	10/24/91			BILL MHE INV 91-579					-57.50
										-57.50
TASK TOTAL								501.00	0.00	-501.00
GRAND TOTAL								501.00	0.00	-501.00

PLANNING BOARD
TOWN OF NEW WINDSOR

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LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 89-29

NAME: VICTORIA CENTER

APPLICANT: C & R ENTERPRISES

	DATE-SENT	AGENCY-----	DATE-RECD	RESPONSE-----
ORIG	09/15/89	MUNICIPAL HIGHWAY	09/05/90	SUPERSEDED BY REV2
ORIG	09/15/89	MUNICIPAL WATER	07/10/89	APPROVED
ORIG	09/15/89	MUNICIPAL SEWER	10/30/89	APPROVED
ORIG	09/15/89	MUNICIPAL SANITARY	09/05/90	SUPERSEDED BY REV2
ORIG	09/15/89	MUNICIPAL FIRE	07/13/89	APPROVED
ORIG	09/15/89	PLANNING BOARD ENGINEER	09/05/90	SUPERSEDED BY REV2
ORIG	09/15/89	COUNTY PLANNING	09/05/90	SUPERSEDED BY REV2
ORIG	09/15/89	COUNTY DEPARTMENT OF HEALTH	09/05/90	SUPERSEDED BY REV2
ORIG	09/15/89	COUNTY D.P.W.	09/05/90	SUPERSEDED BY REV2
ORIG	09/15/89	STATE D.O.T.	09/05/90	SUPERSEDED BY REV2
ORIG	09/15/89	STATE D.E.C.	09/05/90	SUPERSEDED BY REV2
REV1	09/07/89	MUNICIPAL WATER	09/10/89	APPROVED
REV1	09/07/89	MUNICIPAL SANITARY	09/10/89	APPROVED
REV2	09/05/90	MUNICIPAL HIGHWAY	02/12/91	SUPERSEDED BY REV3
REV2	09/05/90	MUNICIPAL WATER	09/10/90	APPROVED
REV2	09/05/90	MUNICIPAL SEWER	02/12/91	SUPERSEDED BY REV3
REV2	09/05/90	MUNICIPAL SANITARY	09/12/90	APPROVED
REV2	09/05/90	MUNICIPAL FIRE	09/11/90	APPROVED
REV2	09/05/90	PLANNING BOARD ENGINEER	02/12/91	SUPERSEDED BY REV3
ORIG	10/05/90	O.C. PLANNING DEPT.	02/12/91	SUPERSEDED BY REV3
REV2	10/05/90	O.C. PLANNING DEPT.	11/05/90	NO RESPONSE
REV3	02/12/91	MUNICIPAL HIGHWAY	05/16/91	SUPERSEDED BY REV4

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/25/91

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LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]
O [Disap, Appr]

FOR PROJECT NUMBER: 89-29

NAME: VICTORIA CENTER

APPLICANT: C & R ENTERPRISES

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
REV3	02/12/91 MUNICIPAL WATER	02/12/91 APPROVED
REV3	02/12/91 MUNICIPAL SEWER	05/16/91 SUPERSEDED BY REV4
REV3	02/12/91 MUNICIPAL SANITARY	02/20/91 APPROVED
REV3	02/12/91 MUNICIPAL FIRE	02/19/91 APPROVED
REV3	02/12/91 PLANNING BOARD ENGINEER	05/16/91 SUPERSEDED BY REV4
REV4	05/16/91 MUNICIPAL HIGHWAY	/ /
REV4	05/16/91 MUNICIPAL WATER	/ /
REV4	05/16/91 MUNICIPAL SEWER	/ /
REV4	05/16/91 MUNICIPAL SANITARY	/ /
REV4	05/16/91 MUNICIPAL FIRE	05/23/91 APPROVED
REV4	05/16/91 PLANNING BOARD ENGINEER	/ /

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/25/91

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LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]
O [Disap, Appr]

FOR PROJECT NUMBER: 89-29

NAME: VICTORIA CENTER

APPLICANT: C & R ENTERPRISES

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
02/27/91	P.B. APPEARANCE	TO RETURN
02/05/91	WORK SESSION APPEARANCE	REV.-NO W.S. RETURN
10/03/90	P.B. APPEARANCE	RETURN TO WORK SESS.
07/26/89	P.B. APPEARANCE	SITE VISIT SCHEDULED
07/26/89	P.B. APPEARANCE	LEAD AGENCY
07/26/89	P.B. APPEARANCE	TO RETURN

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 09/15/89

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LISTING OF PLANNING BOARD FEES
MUNICIPAL CHARGES

FOR PROJECT NUMBER: 89-29

NAME: VICTORIA CENTER

APPLICANT: C & R ENTERPRISES

--DATE--	DESCRIPTION-----	TRANS	AMT-CHG	AMT-PAID	BAL-DUE
07/07/89	APPLICATION FEE	CHG	25.00		
07/07/89	APPLICATION FEE	PAID		25.00	
			-----	-----	-----
		TOTAL:	25.00	25.00	0.00

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 09/15/89

PAGE: 1

LISTING OF PLANNING BOARD FEES
ESCROW ACCOUNT

FOR PROJECT NUMBER: 89-29

NAME: VICTORIA CENTER

APPLICANT: C & R ENTERPRISES

--DATE--	DESCRIPTION-----	TRANS	AMT-CHG	AMT-PAID	BAL-DUE
07/07/89	SITE PLAN FEE	PAID		1000.00	
			-----	-----	-----
		TOTAL:	0.00	1000.00	-1000.00

ZIMMERMAN
ENGINEERING & SURVEYING, P.C.

Route 17M

Harriman, N.Y. 10926

(914) 782-7976

FAX: 782-3148

GERALD ZIMMERMAN P.E., L.S.

May 15, 1991

Mr. Carl Scheifer, Chairman
Town of New Windsor Planning Board
Town Hall
555 Union Avenue
New Windsor, New York 12550

Re: Site Plan for Victoria Center
Our Job No. 89-27

Dear Mr. Scheifer and Planning Board Members:

With regard to the above referenced project we are forwarding for your consideration the revised site plan outlining the following changes.

We last appeared before your Board on February 27, 1991 with our site plan indicating a retail and office use for this property. Based on the Planning Board's review comments, we have revised the site plan for office use only. The modification to this plan was made to satisfy the concerns of the Planning Board relating to:

1. Existing bridge on Little Britain Road, and
2. Traffic volumes requiring a left turn lane.

We believe that the proposed change in use to office space only will eliminate the need for truck traffic to utilize this site. We also believe that the traffic volumes will be greatly reduced during the course of an average day since office use will generate far less traffic than a retail use at this site.

We will be present at your Planning Board Meeting to discuss this matter further.

Very truly yours,


Gerald Zimmerman P.E., L.S.

GZ/j1

cc: Mr. Nicholas Cardaropoli
Mr. Phil Rainai

VICTORIA CENTER SITE PLAN (89-29) MOORES HILL & RILEY ROAD

Mr. Michael Murphy of Zimmerman Engineering came before the Board representing this proposal.

MR. MURPHY: My name is Michael Murphy and I am with Zimmerman Engineering. I am here to present Victoria Center tonight. We are here tonight to discuss the changes that have been made to the plan since the last meeting. Last time we appeared before the Board was October 3rd, 1990. At that time, we received review letter from Mark Edsall and it had a number of minor items that he wanted either revised or changes and we have complied with all those changes. That would include handicapped parking details and signs, a lighting plan, dumpster enclosures, storm drainage study and design and that is about it for the changes on the plan. Also, we did change the use of the building. We wanted to be able to have at least two small restaurants in the building. So, due to that, we had to eliminate one of the building spaces in order for the parking regulations to work out.

MR. MC CARVILLE: I notice the date on this plan is 2-27-91. Have you submitted those plans?

MR. MURPHY: Those are just my notes on that map. It's the one--

MR. BABCOCK: February 12th.

MR. MURPHY: 1-16-91, that's the correct one. The 2-27-91, I just put that on their myself tonight.

MR. MC CARVILLE: Okay, I found it.

MR. VAN LEEUWEN: What are all those lines?

MR. MURPHY: Those are the light illumination lines. It shows how it will be lit, light will only be falling on the site itself. It's all pointed inward towards the building and not outwards towards the residences surrounding it. Also of some concern at the last Planning Board meeting was the condition of the bridge existing on Old Little Britain Road. That matter was brought up once before about a year ago. We tried to track it down, find some information on that bridge through the State, the county and the town and nobody seems to have any records of that bridge. We also tried to get more recently last time it was brought

up in October and once again, we went through the whole circuit and we found no information, any of the agencies that might be involved with this bridge. So, we also checked with Bridge Inspection Services. We asked them what, if they could do a study on the bridge and tell us what the load rating would be. They say without a plan, a study of that type would be to costly. You could replace the bridge cheaper than you could study it without a plan to put a load rating on it. So, the only other thing we have done is we have gone out there. We have looked at the bridge ourselves and it appears to be in relatively good condition. It's not falling down. The type of traffic that was crossing the bridge while we were out there included school buses, propane delivery trucks and, you know, as far as we see, the traffic that's going to be coming to and from our site is not going to be of any different character than the type of traffic that is already crossing this bridge.

MR. VAN LEEUWEN: The only thing is--

MR. MURPHY: It's noted as a 5 ton weight limit yet school buses cross it and they are on the average of 12 or 13 tons.

MR. VAN LEEUWEN: You're going to put a tractor trailer over the bridge, that's what's got to be checked.

MR. MURPHY: We don't anticipate having a lot of tractor trailers crossing.

MR. VAN LEEUWEN: What normally delivers to stores and so forth is 80,000 pound tractor trailers. Now, a school bus granted weighs 13, 12 to 13,000 pounds unloaded. I sell them, I know I'm in the business. It's all I do for a living six days a week. So, I know the business. There's a big difference between 13,000 pounds going across and 80,000 pounds going across and that's what's going to have to go across the bridge.

MR. MURPHY: School bus weighs 13 tons.

MR. VAN LEEUWEN: Thirteen (13) tons to 80,000 pounds.

MR. MURPHY: There are alternate routes to this site, tractor trailer doesn't have to cross that bridge.

MR. VAN LEEUWEN: I want an experts report to say that that bridge will carry 80,000 pounds. You won't get it either. Because, that's what you're going to need. The average tractor trailer, you know, you're in the

business, you put a dump truck on there, load that thing up, what do you got?

MR. LANDER: 72,000.

MR. MC CARVILLE: What's a cement truck loaded?

MR. VAN LEEUWEN: Into the 80's

MR. MC CARVILLE: How do you think cement trucks get back there to build houses?

MR. VAN LEEUWEN: They are going over it today.

MR. MURPHY: That's our point.

MR. MC CARVILLE: The bridge--is there a weight limit on that bridge?

MR. VAN LEEUWEN: Five (5) tons.

MR. LANDER: I don't think two wrongs make a right, just because they're going across it now doesn't mean--there's a 5 ton weight limit on that bridge.

MR. VAN LEEUWEN: If the bridge caves, who's got to repair it, the Town of New Windsor. I don't think that's fair to the people of the Town of New Windsor.

MR. MURPHY: I don't think it is fair to this applicant to make that bridge their problem. That bridge is an existing town bridge, it's being used by vehicles everyday that exceed the weight limit posted on that bridge. The type of traffic we anticipate at this point is no different than the traffic that crosses that bridge today and I don't see where it becomes a problem for this applicant.

MR. MC CARVILLE: Numerical numbers on the box here represent stores, is that correct?

MR. MURPHY: Yes.

MR. VAN LEEUWEN: This is going to be two levels?

MR. DUBALDI: There's actually 26.

MR. MURPHY: Twenty-six (26).

MR. VAN LEEUWEN: I'll tell you something, I admit we are in a catch 22 situation here, okay, but we still got to have some concrete evidence that that bridge

will carry it. We just can't arbitrarily say it's going to carry it because somebody falls through that bridge, you don't have a problem but the Town of New Windsor has the problem. The people that live here have a problem. They have to pick up the tab and the bill and that's not fair.

MR. MURPHY: What's your suggestion?

MR. VAN LEEUWEN: We have to have an engineer look at the bridge to see how stable it is.

MR. MURPHY: We spoke to an engineer who--

MR. VAN LEEUWEN: Let me see some letters, some kind of documentation. I want to see documentation from an engineering person that knows what they are doing, okay, that that bridge can carry the weight and I'll be satisfied 100%. You'll never hear from me again.

MR. MURPHY: Fine.

MR. MC CARVILLE: In addition to the highway, which needs approval, in that respect, you also have the sewer approval which is still lacking here. We do have fire approval.

MR. LANDER: What do we have from the highway?

MR. MC CARVILLE: Not approved.

MR. KRIEGER: As a matter of fact, according to the thing, they were superceded, they were revised faster than the Highway Department acted on it.

MR. DUBALDI: Do you have a picture of what the front of the building is going to look like?

MR. MURPHY: I don't have it with me.

MR. VAN LEEUWEN: The biggest problem that bothered me is the bridge, the bridge has got a 5 ton weight limit on it.

MR. MC CARVILLE: I think some research has to be done why it was put on there and what the capacity is.

MR. VAN LEEUWEN: That's right and it can be done by private engineering firm. There's no problem, other than yourself, that can be done.

MR. MURPHY: Other than the cost beared by the developer's

to study a town bridge, an existing town bridge.

MR. VAN LEEUWEN: Tom, what do you want from us? Do you want us to pay for it, is that what you'd like?

MR. MURPHY: No.

MR. MC CARVILLE: At this point--

MR. VAN LEEUWEN: Don't aggravate me anymore than what you have.

MR. MC CARVILLE: Putting the bridge issue aside, take a look at the plan, other items on the plan that you have concerns about?

MR. LANDER: What's the blue shaded area on Moores Hill Road?

MR. MURPHY: That was going to be a swale along the edge of the road.

MR. DUBALDI: I think Mark had a comment about that.

MR. LANDER: That's changed now.

MR. MURPHY: Yes, I believe so. That's in the drainage plans on sheet 5 shows to be picked up and piped rather than an open ditch.

MR. LANDER: Our engineer had a comment on the drainage system, whether or not the drainage system is to be dedicated to the town or private.

MR. MURPHY: If it's to be dedicated to the town, then we have to provide an easement over it.

MR. LANDER: Right.

MR. MURPHY: If the town is agreeable to that, I'm sure the developer's would be agreeable to that.

MR. MC CARVILLE: That's on the drainage easement for the drainage.

MR. LANDER: Yes, well, if it's going to be private then it's going to have to be put in an easement.

MR. VAN LEEUWEN: What's that?

MR. LANDER: The drainage.

MR. VAN LEEUWEN: If it's going to be on town property it can't be.

MR. LANDER: Some of it's on private property, right?

MR. VAN LEEUWEN: If he's going to bring it down to the stream, okay.

MR. MURPHY: It crosses over.

MR. VAN LEEUWEN: He's either got to put it on town property or he's going to maintain it, either one.

MR. MC CARVILLE: I don't see where we can take any further action on this tonight. I suggest that perhaps you talk to the State DOT about that bridge that was part of the old Route 207 was constructed by the State. Many bridges similiar to it throughout the county and State of New York. There could be a real possibility that that weight limit was put up for the benefit of the highway beyond the bridge rather than the bridge itself. You may want to take a look at that aspect. That bridge may be very capable of handling 80 tons. We don't know that but until we do know that, I think the Board is going to have a difficut time approving this.

MR. DUBALDI: Are we going to schedule a public hearing?

MR. VAN LEEUWEN: Not until the bridge area is cleaned up.

MR. MC CARVILLE: We have taken lead agency.

MR. BABCOCK: Right. Do you have records on that?

MR. MURPHY: Yes. Also, earlier I noticed you directing the previous site plan to Orange County Planning Department. It's got to go to the planning. Who sends it to planning?

MR. MC CARVILLE: The Planning Board does.

MR. BABCOCK: It was sent 10-5-90.

MR. MURPHY: Was there any response from them?

MR. BABCOCK: As of this record doesn't show that there was. Is there any in the file?

MR. MC CARVILLE: Nothing here from the county. Because

you have got three revisions. No response as of 11-5-90. No, we don't have any.

MR. MURPHY: We need a response from them also there was a traffic study performed for this site with regards to the intersection on Route 207 and Old Little Britain Road and also the rest of the surrounding intersections. That traffic study has been submitted to New York State DOT back in December, early December and they have still yet to finish their review of that study. So, the next time we come back, we'll be back with the response from New York State DOT on the traffic study.

MR. MC CARVILLE: And some information on the bridge perhaps.

MR. MURPHY: So that's what I want to get down to is exactly what is left here, you know, as far as the site plan itself goes. I believe we have addressed all the concerns, everything else now seems to be of site concerns as far as the bridge and the intersection on Route 207.

MR. MC CARVILLE: The plan itself I have no problem with the plan.

MR. LANDER: What's the slope on the parking lot?

MR. MURPHY: I believe it's like 2%. It's relatively flat. The only steep area is where the parking lot comes around the back here and climbs and that I believe is 8%.

MR. VAN LEEUWEN: Getting back to who is going to pay for the study, the town is not asking you people to put up a building, you're asking the town to put up a building so therefore, the burden lies upon you to prove to us that bridge is safe. That's not up to the town capiche (phonetic)?

MR. MURPHY: Capiche.

MR. MC CARVILLE: Carmine, any additional comments?

MR. DUBALDI: No.

MR. LANDER: No.

MR. VAN LEEUWEN: No, not at this time.

MR. MC CARVILLE: Okay.

MR. MURPHY: So the two outstanding questions are with regards to traffic and the bridge.

MR. MC CARVILLE: Yes.

MR. BABCOCK: The drainage also, just keep in mind that's what I just gave you, if you're going on town property then off town property and back on, is it going to be a town drainage, private drainage?

MR. MURPHY: If it's town drainage, we'll have to provide an easement.

MR. BABCOCK: I think the town would rather be a private drainage system to be very honest with you. It's going to be connected to your private system. If it's completely on the town right-of-way, I don't think we have a problem with that. But, if it's going to cross over and connect to a private drainage easement, I don't think that we're going to accept something like that.

MR. MURPHY: All right.

MR. BABCOCK: Maybe you can pass that by also the Highway Superintendent. I did speak with him. He did do a review on this and apparently hasn't got here yet maybe you ought to talk to him about that.

MR. MURPHY: Okay, so I'll speak to Skip.

MR. MC CARVILLE: Okay, thank you.

AS OF: 09/18/89

PAGE: 1

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 89- 29

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT DESCRIPTION-----	RATE	HRS.	TIME	-----DOLLARS-----		
									EXP.	BILLED	BALANCE
89-29	28271	06/06/89	TIME	NJE	MC VICTORIAN CTR	60.00	0.30	18.00			
89-29	30592	07/06/89	TIME	NJE	MC VICTORIA CTR	60.00	0.30	18.00			
89-29	31095	07/19/89	TIME	NJE	MC VICTORIA CTR	60.00	1.00	60.00			
89-29	31332	07/19/89	TIME	NJE	CL VICTORIA CENTER	19.00	0.50	9.50			
TASK TOTAL								105.50	0.00	0.00	105.50
GRAND TOTAL								105.50	0.00	0.00	105.50

377
TOWN OF NEW WINDSOR

PLANNING BOARD

SEPTEMBER 26, 1990

MEMBERS PRESENT: CARL SCHIEFER, CHAIRMAN
CARMEN DUBALDI
HENRY VAN LEEUWEN
JOHN PAGANO
RON LANDER
DAN MC CARVILLE (Arriving late)

ALSO PRESENT: MARK EDSALL, P.E., PLANNING BOARD ENGINEER
ANDREW KREIGER, ESQ., PLANNING BOARD ATTORNEY
MICHAEL BABCOCK, BUILDING INSPECTOR

ABSENT: VINCE SOUKUP

MR. SCHIEFER: I'd like to call the regular meeting of the Town of New Windsor Planning Board to order.

MR. VAN LEEUWEN: I make a motion that we approve the August 22nd, 1990 minutes.

MR. PAGANO: I will second it.

ROLL CALL:

Mr. Lander	Aye
Mr. Pagano	Aye
Mr. Van Leeuwen	Aye
Mr. Dubaldi	Aye
Mr. Schiefer	Aye

VICTORIA CENTER SITE PLAN (89-29) MOORES HILL & RILEY ROAD

Mr. Michael Murphy came before the Board representing this proposal.

MR. MURPHY: My name is Michael Murphy, I am with Jerry Zimmerman's office. We are here to present the site plan for Victoria Center. Here also tonight is Nick Cardaropoli (phonetic), one of the principals in C & R Enterprises and

9-26-90

Phillip Greeley from John Collins Engineering, he prepared the traffic study that we submitted the last Planning Board meeting we attended for this project which was roughly a year ago. We haven't lost interest in the project. We have been working on it throughout that year. We have had, I believe, it was two meetings with Mark Edsall in regards to this project and the way we left it back in September, the two main issues of the concern for the Planning Board and also for this project was the water source and the traffic conditions.

MR. VAN LEEUWEN: Water and sewer.

MR. MURPHY: There is sewer there because that is not a problem.

MR. LANDER: What is the date on your plans?

MR. MURPHY: Last revised April 16th, 1990.

MR. EDSALL: Bottom stamp is September 4th.

MR. MURPHY: As I was saying, the two main concerns on this project was the water system and the traffic impacts. As far as the water system goes, there is a new district that is trying to be formed in this area of town. It would include this project site, Blossom Heights, the C & R Enterprises project which is a subdivision right adjoining this property and I believe there is also Moores Hill Estates, 17 lot-subdivision on Moores Hill Road that would also be going joined in this water district.

MR. VAN LEEUWEN: Do you realize we cannot do a heck of a lot with this actually there is no kind of approvals given until the water district has been formed.

MR. MURPHY: That work is going on right now. People are taking actions to create the water district and get the plans approved by Orange County Health Department and--

MR. VAN LEEUWEN: Orange County Health Department can't approve it until the water district has been set up.

MR. MURPHY: Approved by the town, right.

MR. VAN LEEUWEN: And by the DEC.

MR. MURPHY: What we are doing with this site plan is an alternate. We'd like to reserve the right to use on-site wells, should this water distribution not come to a head anytime soon so that is basically how we are going to handle the water situation. We are actively involved in the water distribution system that is being formed and as a back-up system, we reserve

the right to put a well on the property which would be needed to be approved and approved Orange County Health Department.

MR. VAN LEEUWEN: I wouldn't go along with a well. If it's a water district coming in, it should be tied into New Windsor water. I'm sure the Town Board is going to say the same thing.

MR. MURPHY: We can also, you know, develop the project with the well first and as the water distribution system comes in, we'd be obligated to connect to it. That is another possibility, I mean, we just don't want to hold up this entire project on a water distribution system that involves three projects and is not completely under our control.

MR. SCHIEFER: Is there any other comments?

MR. PAGANO: There is a bridge that is shown here. I think it's a 7 ton bridge or something like that. Do you have any--

MR. LANDER: Five (5) ton limit.

MR. PAGANO: You are going to have a hard problem getting heavy equipment over that.

MR. MURPHY: There is an alternate route, they can come down from the other end of Riley Road.

MR. PAGANO: How about deliveries, across your property, you have to have trucks coming in with heavy deliveries. All of them are going to have to come into the, in the back road?

MR. VAN LEEUWEN: They are not going to, they are going to come across the bridge.

MR. PAGANO: I want something from DOT. I can't honestly vote.

MR. MURPHY: We did speak to the DOT and this bridge is no longer in their jurisdiction as part of the town road, Old Little Britian Road is now a town road, New York State DOT is not involved.

MR. VAN LEEUWEN: I think the bridge should have a 15 or 20 ton limit and I think what you should do is discuss it with the Town Board. You have to realize one thing you have a tractor trailer coming through, you know, you are going to have more than 20 ton tractor, trailer alone weighs approximately 15,000 pounds, 15, 16,000 pounds, that is 7 1/2 tons by itself. That's already--

MR. MURPHY: It's also a short bridge and not the full weight is on that bridge at any one time.

MR. VAN LEEUWEN: Just take the tractor tandem axel tractor weighs 12,000 pounds, trailer weighs three. I'm in the business, I know.

MR. PAGANO: This was brought up at another time, one of the preliminary meetings, this bridge load was brought up, that is why I am surprised to see it come this far, it's still not addressed. If you fall through that bridge, it's the Town of New Windsor's problem. They have got a law suit if we approve it.

MR. MURPHY: If the bridge is rated for that type of traffic, the trucks have to come another way.

MR. VAN LEEUWEN: We don't want them to come through residential sections anyway because they are going to holler about it. I want to be very honest with you, sit down with the Supervisor and Town Highway Superintendent, see if something can be done to take care of that bridge. That is a 5 ton limit, one tractor alone is going over the limit. We don't have a problem there now. If you are going to put a fairly sized and I have no objection to the shopping center but you are creating a problem for the Town of New Windsor and our taxes are high enough and I would want that addressed. From the onset, I have nothing against your site, I think it's a good spot. I have nothing against the property but the bridge is a problem.

MR. SCHIEFER: We have two items that have to be addressed. One is going to be the access to whether the trucks can get in and out of here and the other is the water issue. I think both of those are going to have to be addressed before we can take action.

MR. VAN LEEUWEN: Before it can go to County Health Department, water district has to be formed. I just went through it, I know.

MR. SCHIEFER: Both of those items are enough to stop it. Any other issues that you people have that they can address?

MR. PAGANO: We brought up, another member brought it up on the exits on the left side of the drawing there was some houses there and we were concerned of cars exiting, their bright lights would be going into the house at all times. I don't see anything on this map for that that shows where these houses would be--

MR. MURPHY: It's on sheet 2.

MR. PAGANO: Is there another place that gives us an idea?

MR. MURPHY: Yes, sheet 2.

MR. PAGANO: This house here and this house here would be getting the bright lights coming into the houses with every car exiting.

MR. SCHIEFER: There are, you have the houses, what is the recommendation for avoiding this?

MR. VAN LEEUWEN: Possibly got to get together with the homeowners and see if they can put shrubbery.

MR. LANDER: Just move the entrance or the exit down.

MR. VAN LEEUWEN: This building is two stages, the back side is higher than the front side. You haven't seen this in a whole year.

MR. SCHIEFER: We are discussing the access on Riley Road and the lights. So far, I have heard suggestions that we put some shrubbery in there for the residents. The other is the moving of the access in here, the access to this plot. Anything else in that area gentlemen?

MR. VAN LEEUWEN: I don't see anything at the moment.

MR. EDSALL: Just a comment on the water. It's becoming somewhat interesting as far as how the district is to be formed. So, I had suggested and as Mike had indicated, that they set it up with two courses, one that the well would be available if the district didn't come to fruition and one that if the district becomes available, they connect in. I agree with what you resulted in if the district is formed after the well is in that they must disconnect and transfer over to the district so you can probably do that as a condition of approval.

MR. VAN LEEUWEN: My question is, as far as I know, the County Board of Health will not approve something like this or the County Planning Department will not approve something like this if there is not a water district formed. Once the water district is formed, we can do that with the well part.

MR. EDSALL: If it doesn't, isn't formed and it doesn't look like it is going to be by the time of final approval, let them go ahead with the well which needs approval but make a condition at such time that the district does come about, the well must be disconnected or used for on-site landscaping or shrubbery and they have to be part of the district. We have done that with several other people similiar to what Les Clark has, he's got the well but I believe once that becomes part of a water district, he'd be obliged to hook in as well. Seems to work pretty good, I will be honest with you.

MR. VAN LEEUWEN: That is the condition we give him.

MR. EDSALL: Working with George on the east district formations, it's not to clear how quick they are all going to come about.

MR. PAGANO: You have checked the water flow for worst case scenerio, a rain storm?

MR. EDSALL: The drainage was reviewed because it was nearly a direct connection into the stream by Skip as far as how he wanted to collect the drainage on that intersection and improve the town's situation now and that was Skip's only concern at this point and he took care of that directly with Mike. It didn't require, and unless the Board thinks it's necessary, a drainage study. There is really no one between their project and the stream.

MR. PAGANO: Just a high pitch and a lot of blacktop, you are going to have a real heavy fast flow.

MR. EDSALL: That is why they have provided a collection system and piping it.

MR. LANDER: And there is curbs in, I would imagine.

MR. EDSALL: That is to my understanding, if you look at sheet 2, there's the direction system that the corners of the curbed areas--

MR. LANDER: I don't see where it is labeled as curb.

MR. EDSALL: Typical sections that show the curbing that will redirect it.

MR. VAN LEEUWEN: In my opinion, the biggest problem is the bridge.

MR. LANDER: Well, the bridge has been a problem. UPS uses that bridge every day and they have been told time and time again not to use that bridge. Tractor trailers, whatever, and they are more than 5 ton. They have an intermediate that was more than 5 ton and the Supervisor's been told, I don't know how many times, not George Green but the UPS Supervisor and they are still using that bridge because the people that are complaining didn't the number of the truck so everybody says oh, it wasn't me. I came in from 94.

MR. VAN LEEUWEN: That is a problem. We have to address that gentlemen. That is a serious problem.

MR. CARDAROPOLI: I wasn't aware of that but that will be addressed.

MR. VAN LEEUWEN: We did bring it up before.

MR. CARDAROPOLI: I must not have been at the meeting.

MR. SCHIEFER: We are agreed there is not going to be a heck of a lot of action but I'd like to address the concerns so the next time we can take action. One of our Board members, Vince Soukup, has looked at it. He has six comments. Several of them are we have already addressed. Need for plantings and landscaping islands in front of the parking area. I don't know whether, why he is saying that. Truck access, very difficult for turning a trailer. No proposed landscaping along Riley Road, Little Britain Road. Sight distance needs to be improved. That is the one on Little Britain Road.

MR. VAN LEEUWEN: Did he mention anything about the bridge?

MR. SCHIEFER: No, he did not. Needs to see front and back elevations and needs a handicapped access on lower level.

MR. VAN LEEUWEN: We have already talked about that before.

MR. SCHIEFER: I just want you to be aware that those are Vince's comments. Board members have anything more than that?

APPLICANT'S ARCHITECT: Just to address the question on handicapped, both entries, both the upper in the back and the lower in the front are at grade levels so handicapped access, so the plan in the back where there is a slight slope up otherwise is level with grade.

MR. VAN LEEUWEN: Put it on the plan by note.

MR. EDSALL: Vince is noting that there is a handicapped ramp in the rear but not to the front. If it is a sidewalk, it shouldn't be level, it should be 6 inch curb really so you need to show a curb drop handicapped access ramp maybe two would be appropriate at, across the front. Mr. Chairman, I am going to give Mike my comments.

There is some items that need to be addressed on there before their final approval is submitted.

MR. VAN LEEUWEN: Try to show some shrubbery, dress it up a little bit.

MR. EDSALL: Please make every attempt on your shrubbery in front of the parking spaces to keep it low so that it doesn't block what sight distance you have.

MR. VAN LEEUWEN: See if you can keep the lights away from the homes, it is not going to be easy, talk to the neighbors and maybe put a row of shrubbery in for them. It's cheap for you and it's good for them because you have the lights shining in

and they are going to come and scream at us and you.

MR. CARDAROPOLI: I don't see where it is a problem.

MR. SCHIEFER: 3W says applicant should add detail for the handicapped parking spaces. What do you mean by detail?

MR. EDSALL: Standard procedure for a year that we get a handicapped, a detail of the handicapped parking space striping and a sign.

MR. SCHIEFER: I know what you are saying.

MR. EDSALL: We are not getting it built in the field correctly. It helps their contractor to do it right.

MR. PAGANO: Carl, both Riley Road and Little Britain Road, the property line shows no shrubs or anything. Can you dress this up?

MR. CARDAROPOLI: We will dress it up. If you look at the last one we did, the mall in Central Valley and the town went as far as to give us a plaque for it because they felt the landscaping was outstanding. We want it to look nice. I always have one of my offices in one of my malls and we build all of our stuff so you only got one guy to look at so there's no problem. That handicapped, we, most of the town's have been making us do it and we should have had it here and it will be here.

MR. VAN LEEUWEN: Before this is approved, we ought to have an agreement, have Andy make up an agreement and have it signed, developer's agreement.

MR. CARDAROPOLI: What is that?

MR. VAN LEEUWEN: It is a very simple thing, just that everybody gets their part of the word because we have had some problems where people have come in and, I'm sorry to say that it causes problems.

MR. CARDAROPOLI: We try to get in touch with those other people and they are not for real. They are not going to build. You can't even get in touch with them.

MR. SCHIEFER: Another problem we have been having, I'm not saying we are going to have it here, people have been building these small malls and then they expect to put in certain things that require special permits. Mike, do you want to touch on that just slightly?

MR. BABCOCK: What happens is a retail store, a lot of people

think that retail store is something that you have, deli's and pizza shops, that's a problem as far as parking. Right now, the town ordinance says that if you have eating and drinking places, different criteria whenever retail, the criteria for parking is different than eating and drinking places. They have retail stores and the criteria, they say to me if you sell bolgna or shoes, it is still retail but it's a different parking calculation. Sometimes that becomes a problem for you if the pizza shop, deli--whatever.

MR. SCHIEFER: I just wanted you to be aware. I'm not suggesting you have this in mind. I'd like to have you know ahead of time this could become a problem.

MR. BABCOCK: Your parking calculation is right on so possibly if you want to make something if you want to have some eating and drinking places, maybe you want to address that, you know, if you are thinking along those lines.

MR. SCHIEFER: Just be aware of it. You get a customer and somebody wants to rent one of those units, keep in mind you just can't bring him in. We may have to do some different calculations. I'm making you aware of a situation so down the road we don't run into a problem. Anything else?

MR. PAGANO: Address the lighting since there are houses nearby and you put poles up that the lights be shaded so that the light is down, that people across the street don't see filaments that they get the glare off the lights, same thing with lights along the building. They should have like a tubular so that the lights are aimed down and not glared into the adjacent properties. We have to protect the neighborhood.

MR. CARDAROPOLI: I have a lifetime friend right next door. I wouldn't want to lose my friend.

MR. SCHIEFER: With the exception of the water and the bridge, I don't see any of these things as objections, just kind of thinks that we are going to be looking for and we are trying to be helpful, not trying to discourage.

MR. MC CARVILLE: I'd like to see an elevation.

APPLICANT'S ARCHITECT: It was presented at the first and second meeting.

MR. PAGANO: You are not going to sell it until it's finished.

MR. CARDAROPOLI: The one last I sold it, I'm sorry I did. I have no intentions, you know, you don't know.

APPLICANT'S ARCHITECT: This is the front elevation, the large

dormers you see on top are basically the offices that would be entered from the rear grade elevation at the rear, we put this right into the hillside and it works very nicely for the site cutting a minimum amount of land and so on.

MR. MC CARVILLE: The rear elevation would be finished.

MR. CARDAROPOLI: This is supposed to look like a European railroad station.

APPLICANT'S ARCHITECT: I was first and they were second and we got held up.

MR. BABCOCK: You have the new mall just before the diner?

MR. CARDAROPOLI: Yes, Oak Clove Mall.

APPLICANT'S ARCHITECT: We did the Central Valley Golf Club and we are extremely aware and concerned with the aesthetics of the building and the surrounding properties and so on.

MR. VAN LEEUWEN: I have been to Central Valley Golf Club, that's a very nice building.

APPLICANT'S ARCHITECT: We designed it, we are the architects.

MR. VAN LEEUWEN: That is a nice building.

MR. SCHIEFER: If not, we will--

MR. LANDER: What is the width of the sidewalk in the front of the building.

MR. MURPHY: I believe they are 8 feet wide.

MR. CARDAROPOLI: Can we get a public hearing or do you want it subject-to something? We'd really like to get this thing moving forward.

MR. VAN LEEUWEN: I don't know if we are going to have a public hearing or not.

MR. SCHIEFER: I think once you address the concerns, I have the two main ones looking at the rest of them, I, as of right now, I don't know if we are going to have a public hearing.

MR. CARDAROPOLI: We will address that.

MR. MC CARVILLE: In view of the fact that it abutts against R-3, I would recommend a public hearing.

MR. SCHIEFER: Are you ready to set it up yet? I didn't say we

weren't going to have one.

MR. MC CARVILLE: I thought you said it wouldn't be necessary.

MR. SCHIEFER: Mr. VanLeeuwen made the comment. I said I don't know if we are going to need one yet. I have not excluded the need for the public hearing and the way I am watching the heads shake, I'm sure you are going to want one.

MR. CARDAROPOLI: We are also the owners of the property behind it that we intend to build a development there. That is before you gentlemen so--

MR. BABCOCK: C & R Enterprises.

MR. CARDAROPOLI: Yes.

MR. PAGANO: Do you want to give us a waiver on the 90 days? We are requesting you waive the 90 day deadline for the Board's action. Last time you were here, evidently you decided not to grant it but do you wish to grant us waiver on the 90 day rule?

MR. CARDAROPOLI: Sure, sure.

MR. VAN LEEUWEN: Do you understand what he is asking?

MR. CARDAROPOLI: I know what he is asking, within 90 days if you don't give a decision, I have it.

MR. PAGANO: No, that is if we don't act, if you say no we will act tonight.

MR. SCHIEFER: I think we all understand whats been said. Anything else?

MR. PAGANO: Does Mike--I don't see anything here about a performance bond or anything like that. Are we going to require a performance bond?

MR. BABCOCK: That is up to the Board, that is their decision. If there is a developer's agreement, I think that would take the place of it.

MR. KREIGER: Well, I will remind the Board the last time that we just did a developer's agreement not so very long ago, the Board decided to take the approach that better to have both than decide on either and I would suggest if you look back on the history of that each of you may come to a decision that that was not an unwise decision on your part.

MR. CARDAROPOLI: What would you be looking for a bond for?

MR. KREIGER: Anything that is left subject-to, you know, I am not--the Board is or maybe and I think that would be probably best open left open at this point because you don't know what kind of subject-to's they are going to be. There may be a lot as every development stands on its own and there may not be many at all so--

MR. SCHIEFER: As of tonight, there are none because we haven't taken any action.

MR. MC CARVILLE: The bond that we used before was simply where there was a case of the developer doing just the opposite of what we told him to do or what we asked him to do and what he agreed to do. I don't see why there should be any reason for a bond at this point until we get down to determining what the subject-to's are.

MR. VAN LEEUWEN: If the bridge isn't done and we want to have it done then we might have to have a bond before we give you a public hearing. That is the case.

MR. EDSALL: Just a reminder, anyone who has an approved site plan and asks for a C.O., that is when we create the bond amount before the C.O. is issued. What happened on this case that we are all thinking about is that the plan, the construction was so far removed from what was approved that we couldn't use the normal procedure.

MR. KREIGER: Mark is right, if you remember some limited C.O.'s were issued before the bond was collected.

MR. EDSALL: Assuming that that developer would follow the course of the majority of honest developers and build it in compliance with the approved plan, we won't have a problem.

MR. BABCOCK: If you are looking for a C.O. and you can't stripe the blacktop because of the snow, then you put up a bond.

MR. CARDAROPOLI: That is acceptable.

MR. KREIGER: Generally, bonds are the exception rather than the rule.

MR. SCHIEFER: Mike, do you or anyone else have any comments? You have heard our comments, any questions?

MR. MURPHY: Tonight we have with us Phil Greeley from John Collins Engineering, maybe he can discuss the traffic study with you.

MR. VAN LEEUWEN: I prefer to get a copy and read it at home.

MR. SCHIEFER: Is it possible to get a copy of that?

MR. MURPHY: How many copies would we need?

MR. CARDAROPOLI: We sent copies to this months ago for the review. I don't know.

MR. SCHIEFER: I have seen one.

MR. EDSALL: They were sent in late August, I have reviewed it. While we have Phil here--

MR. CARDAROPOLI: We wanted to bring the expert in case you have a question I might not be able to answer but he can.

MR. SCHIEFER: Have you had a chance to look at it?

MR. EDSALL: Maybe what you can I believe we can take a look at the report and have a synopsis of what he found and there were a couple recommendations possibly he can let the Board know about those improvements that he is recommending and see what you feel if it is appropriate.

MR. SCHIEFER: Care to do that now and get that done?

MR. CARDAROPOLI: He came quite a distance.

MR. GREELEY: The traffic study was prepared to look not only at this development but also some of the other potential developments in the area in terms of the way the study is structured, I will give it a quick summary and you can go through it.

Looking at morning, afternoon peak hours in terms of existing conditions, existing traffic volumes for the section for the intersection of 207, Little Britain Road as well as Riley Road and Old Little Britain Road, once the existing traffic volumes are established, we then looked at the expected increases in traffic due to background growth based on DOT data etc. In addition, there are several other projects, I believe, three other residential projects that we looked at in terms of their traffic on Riley Road and Moores Hill Road. The report identifies a couple of items relative to the access locations to insure sight distance, make sure the vegetation is low plantings, especially at that access 3. The other area which was looked at is the intersection of Old Little Britain Road with 207 and the volumes existing, volumes along Route 207 are heavy during peak hours. You have a situation where the current volumes that are turning left off on 207 would basically warrant a left turn storage lane. Now, what happens in under the existing conditions people will bypass on the shoulders and you are coming away from the signalized intersection at Union Avenue so in most cases,

you are not up to a high speed so it is not like an open section of roadway. So, in most cases, people now currently making a left turn off of 207 heading up into the residential areas either of Riley Road, Moores Hill Road, thru-traffic will bypass them on the shoulder. So, it is a situation where today with the volumes that are there left turn storage lane is basically required. You do have a situation where there is additional pavement width that is utilized. So, it is not a situation where the people can't get by there but they are basically using the shoulder to get by.

In terms of operation of that intersection, we looked at three conditions in the study. First condition was background increases in traffic which are projected approximately two percent per year in the corridor. On top of that, the traffic generation of this shopping center with the office and the retail uses under that condition, the levels of service at that intersection were, would basically stay the same as under the no-build condition. Traffic existing from Old Little Britain Road onto 207 is going to experience delays coming out because the through volumes are heavy on 207. But, the level of service coming out of there which was predicted at a level of service E under the no-build for just that is the existing traffic coming out would still be a level of service E after this project is built. There will be an increase in delays but still in the same rating category.

We also looked at three other residential projects that would add traffic to this intersection also some of them are just in the planning stages, some may not occur within the design that we looked at which was 1993. When you take the background growth and all that other development traffic that intersection will reach a point where people coming out of Old Little Britain Road will experience a level of service F which are unsignalized intersection means they are going to have long delays, especially anyone making a left turn out of there. The improvement on 207 of providing a left turn storage lane really wouldn't help that situation. All that it would do is allow a freeflow passing of anyone stopping to make a left turn in. The only thing that would improve traffic coming out of Old Little Britain Road would be to signalize the intersection but we have a situation here where it's really a peak oriented morning, afternoon peak and then it drops off in the other parts of the day so even with the shopping center in there, it's highly unlikely you'd ever reach a point where you'd meet traffic signal warrants. Again, with just the shopping center traffic in there, that the level of service would remain the same but when you start looking at the potential effect of everything else coming down the line, that would deteriorate to a level of service F and that is just for the afternoon peak hour that that would occur.

Those are basically the summary of the findings of our study. There is some other recommendations in the access points and insuring sight lines etc. Some additional signing, replacing some I think there is a yield sign controlled that we'd recommend replaced with a stop sign control at the Riley Road intersection and those are basically the points that we touched on.

MR. MC CARVILLE: When was that study conducted?

MR. GREELEY: Original traffic reviews were done in April and May of this year and the study was or the submission of the study was back in August.

MR. MC CARVILLE: There are other peak periods when that is a complete standstill due to the development at Stewart with the air traffic that is a situation which we will probably see for the next several years at least until they determine where they are going to put that access.

MR. VAN LEEUWEN: This is within 500 feet, it's got to go to the County. Maybe they should get together with DOT, see what kind of things they can work out with DOT to help it along. If somebody wants to turn into Riley Road now, traffic backs right up to the bridge and behind the red light, especially at from 4 o'clock on.

MR. MC CARVILLE: It backs up to Minuta's.

MR. VAN LEEUWEN: Talking this side it backs right up onto Union Avenue and the light now if somebody got together with the State and made a bypass for people holding up coming from the other side, you know, what I mean that they can make people want to make a left hand turn coming from here, make a bypass because people are running all over the grass and all over the dirt.

MR. LANDER: Still getting around.

MR. VAN LEEUWEN: Because that is a problem right now. I have sat there 15, 20 minutes.

MR. LANDER: Problem is the other way.

MR. VAN LEEUWEN: Other way causes the problem going this way.

MR. MC CARVILLE: Jersey barriers under the bridge that have been there for almost a year, they don't help either. The Jersey barriers they started repairing the bridge over the thru-way and they started it last winter and then they got better things to do and the thing is really acting to slow traffic. I don't know what is the problem there. Do you know about that?

MR. EDSALL: God only knows why they haven't finished it.

MR. VAN LEEUWEN: They have got more rights than we do, they only work about 4 hours a day and everybody is sitting in the truck and relaxing for the rest of the day and going home.

MR. SCHIEFER: Any other comments?

MR. EDSALL: We have a copy here. There is another copy on file.

MR. SCHIEFER: While we have the gentleman here that did it, this would be a good time to ask questions.

MR. VAN LEEUWEN: That is the only question I have.

MR. SCHIEFER: The recommendation is talk to the State, that's a good idea, see what their plans are.

MR. VAN LEEUWEN: Don Green is very helpful to people, he's a nice man. I don't know if you know him.

MR. GREELEY: Yes.

MR. SCHIEFER: Nothing else, you had a discussion with him and he has no problem that would help us make our decision.

MR. MURPHY: Thank you.

ZIMMERMAN
ENGINEERING & SURVEYING, P.C.

Route 17M

Harriman, N.Y. 10926

(914) 782-7976

FAX: 782-3148

GERALD ZIMMERMAN P.E., L.S.

August 31, 1990

Town of New Windsor Planning Board
Town Hall
555 Union Avenue
New Windsor, New York 12550

Attn.: Mr. Carl Scheifer, Planning Board Chairman

Re: Site Plan for Victoria Center
Old Little Britain Road
Town of New Windsor, New York

Dear Mr. Scheifer:

The above noted project is currently before the Town of New Windsor, Planning Board for site plan approval. The original application for this site plan was submitted to the planning board in May 1989. Since then we have attended two planning board meetings, the first on July 26, 1989 and the last time was September 27, 1989.

At the last Town of New Windsor Planning Board meeting we attended on September 27, 1989 the main issues of concern were the water supply for this project and the traffic generated by this project.

In regard to the water supply for this site, we are currently proposing the following two possibilities:

1. To be included in the new water district proposed to service the Blossom Heights subdivision project. C & R Enterprises would be involved in sharing the cost of constructing the off-site water main, which is proposed to run from N.Y.S. Rt. 207 along Old Little Brittain Road, then along Riley Road passing our project site.
2. An on-site well, which would need to be approved by the Orange County Health Department.

Both of these alternatives for water supply are currently shown on the site plans.

Aug. 31, 1990

In regard to the traffic impact issue, we are pleased to transmit herewith a draft copy of the traffic study which was requested by the planning board. The enclosed (one copy) traffic impact study was prepared by John Collins Engineers, PC consulting traffic and transportation engineers.

The traffic impact study not only investigated the traffic generated by Victoria Center but it also took into account the traffic from the proposed subdivisions, Victoria Estates, Blossom Heights and Moores Hill Estates, which are all located in the immediate vicinity.

You will note that the proposed Victoria Center project does not degrade the level of service on the adjoining roadway system with respect to the 1993 projected traffic volumes. The proposed Victoria Estates project does not impact either present nor future levels of service on the existing roadways. We trust that this study fulfills your needs, answers your questions and resolves your concerns regarding traffic issues for this project.

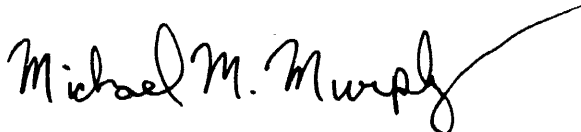
We would like to emphasize that the developer is prepared to move forward with this project. Which we believe has the potential to improve the quality of life and services in this portion of town.

Enclosed please find 14 sets of plans " Site Plan for Victoria Center Riley Road & Moores Hill Road Town of New Windsor, New York"
(4 page set revised: April 15, 1990)

We would like to have this item placed on your next available planning board agenda for discussion, so that we may move forward towards a public hearing and final site plan approval on this matter.

Your cooperation and assistance in processing this matter is greatly appreciated.

Sincerely
ZIMMERMAN ENGINEERING & SURVEYING, P.C.



Michael M. Murphy, I.E.
Project Engineer

Enc.

cc: Mr. Mark Edsall, P.E.
C & R Enterprises
File

ZIMMERMAN
ENGINEERING & SURVEYING, P.C.

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Harriman, N.Y. 10926

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Fax #782-3148

GERALD ZIMMERMAN P.E., L.S.

October 18, 1989

New York State Department of Transportation
RD4 Rte. 6, Box 73
Middletown, New York
10940

Attn. Mr. William F. Elgee, Permit Engineer

Re: Site Plan for Victoria Center
Old Little Britain Road
Town of New Windsor, New York

Dear Bill:

Enclosed please find the following materials:

Site Plan for Victoria Center
Riley Road & Moores Hill Road
Town of New Windsor, New York
(4 page set dated: August 15, 1989)

At the last Town of New Windsor Planning Board meeting we attended on September 27, 1989 in regard to the above mentioned project, it was brought to our attention that Old Little Britain Road was at one time part of New York State Route 207. The following questions were raised at that meeting:

- 1) Is the Old Little Britain Road right of way still owned by New York State Department of Transportation?
- 2) Does N.Y.S.D.O.T. still have jurisdiction over Old Little Britain Road and will it be necessary to get a road opening permit from them?
- 3) What is the condition of and what is the weight limit on the existing bridge on Old Little Britain Road that crosses over Silver Stream ?

Mr. William Elgee
New York State
Department of Transportation (2)

October 18, 1989

Your cooperation and assistance in reviewing this plan and your help in answering these questions is greatly appreciated.

Sincerely
ZIMMERMAN ENGINEERING & SURVEYING, P.C.



Michael M. Murphy, I.E.
Project Engineer

MMM/jl

Enc.

cc: Town of New Windsor, Planning Board ✓
C & R Enterprises
File

ZIMMERMAN
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Harriman, N.Y. 10926

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GERALD ZIMMERMAN P.E., L.S.

Fax #782-3148

October 18, 1989

Laurent Engineering Associates, P.C.
73 Fairfield Drive
Patterson, New York 12563

Attn: Mr. William Laurent, P.E.

Re: Proposed Shopping Mall for
Anthony Marino
Town of New Windsor, NY

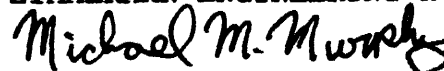
Dear Mr. Laurent

We at Zimmerman Engineering & Surveying, P.C. are the project engineers for the proposed Victoria Center Shopping Plaza which is located on the southeast corner of the intersection of Old Little Britain Road and Moores Hill Road in the Town of New Windsor. Enclosed please find a set of our site plan for Victoria Center.

The purpose of this letter is to contact you and your client Anthony Marino in regard to the possibility of engaging in a joint traffic study with our client C & R Enterprises. This idea was suggested to us by the Town of New Windsor Planning Board at the September 27, 1989 Planning Board Meeting. The Planning Board Members felt that this collaboration would avoid a duplication of efforts and possibly result in a more comprehensive traffic study.

Your assistance and cooperation in this matter will be greatly appreciated. Please contact this office with your response as soon as you can so that we may proceed with this matter in a timely fashion.

Sincerely
ZIMMERMAN ENGINEERING & SURVEYING, P.C.


Michael M. Murphy, I.E.
Project Engineer

MMM/jl

Enc.

cc: Mr. Anthony Marino
C & R Enterprises
Town of New Windsor, Planning Board ✓

ZIMMERMAN
ENGINEERING & SURVEYING, P.C.

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Harriman, N.Y. 10926

(914) 782-7976

Fax #782-3148

GERALD ZIMMERMAN P.E., L.S.

October 18, 1989

County of Orange
Department of Health
124 Main Street
Goshen, New York 10924

Attn: Mr. Stoyell Robbins, Senior Public Health Engineer

Re: Site Plan for Victoria Center
Old Little Britain Road
Town of New Windsor, New York

Dear Stoyell:

Enclosed please find the following materials:

Site Plan for Victoria Center
Riley Road & Moores Hill Road
Town of New Windsor, New York
(4 page set dated: August 15, 1989)

The above mentioned site plan is for a 30,000 s.f. combined use office building and shopping plaza. It is currently proposed that this project site be serviced by the existing town sewer system and an onsite privately owned drilled well.

Pursuant to your recent conversation with Mr. Zimmerman, we are sending you this set of plans so that you may look them over to determine if a review of the water supply system is required by your department.

In the event that a review of the water supply system is required by your office, please provide us with a detailed outline of the materials necessary for such a submission.

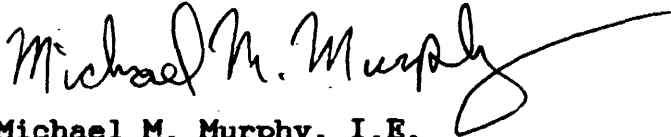
Mr. Stoyell Robbins
County of Orange
Department of Health

(2)

October 18, 1989

Your cooperation and assistance in reviewing this plan and your help in answering this question is greatly appreciated.

Sincerely
ZIMMERMAN ENGINEERING & SURVEYING, P.C.



Michael M. Murphy, I.E.
Project Engineer

MMM/jl

Enc.

cc: Town of New Windsor Planning Board ✓
C & R Enterprises
File

ZIMMERMAN
ENGINEERING & SURVEYING, P.C.

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Fax #782-3148

GERALD ZIMMERMAN P.E., L.S.

October 6, 1989

Town of New Windsor
Highway Department
555 Union Avenue
New Windsor, NY 12550

Attn.: Mr. Fred Fayo, Highway Superintendent

Re: Site Plan for Victoria Center

Dear Mr. Fayo:

At the request of the Town of New Windsor Planning Board, we are sending you the following:

Site Plan for Victoria Center
Riley Road & Moores Hill Road
Town of New Windsor, New York
(4 page set dated: August 15, 1989)

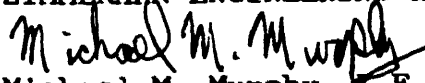
If you would, please review these plans as they relate to your department's requirements and report your findings to the Town of New Windsor, Planning Board.

Also as a result of the last Planning Board meeting we attended on September 27, 1989 the following two questions were raised:

- 1) Is the Old Little Britain Road right of way owned by the Town of New Windsor or the State of New York ?
- 2) What is the condition of and what is the weight limit on the existing bridge on Old Little Britain Road that crosses over Silver Stream ?

Your cooperation and assistance in reviewing this plan and your help in answering these questions is greatly appreciated.

Sincerely
ZIMMERMAN ENGINEERING & SURVEYING, P.C.


Michael M. Murphy, P.E.
Project Engineer

MMM/jl
Enc.

cc: Town of New Windsor, Planning Board ✓
Applicant
File

VICTORIA CENTER SITE PLAN (89-29) MOORES HILL ROAD

Mr. Michael Murphy and Richard Spista (Phonetic) came before the Board representing this proposal.

Mr. Murphy: This is our second meeting on this project. We have done alot of work since the last meeting, submitted alot of materials. One of the first things I want to get out of the way is there was some concern at the last meeting as to the cut and fills and whether there was going to be alot of material trucked onto or off of the site and we have worked the grades and did some cut and fill estimates and found that there is going to be a certain amount of fill required but the paving materials needed for the parking lot will more than cover the amount of fill brought on the site. There will not be alot of materials taken onto or off of the site. And another material which we also sent copies of this plan to the fire department and to the highway department and requested that they review the plan and send their findings to the Planning Board.

Mr. Schiefer: Mark, we have not gotten an answer on that, have we, from the fire department?

Mr. Edsall: Yes, we have got something from the fire department dated July, '89 an approval. I don't have anything from the highway superintendent as of yet. At least, I have no record of it.

Mr. Schiefer: So we have one of the two.

Mr. VanLeeuwen: One thing we'd like to see is there any elevations?

Mr. Murphy: Yes, on the second page.

Mr. McCarville: Anything that shows what this building will look like?

Mr. Spista: We presented last time--My name is Richard Spista with Design Group, the architects involved.

Mr. VanLeeuwen: This looks alot like what you are putting up in Blooming Grove. Does this have anything to do with Blooming Grove?

Mr. Spista: No, I have no idea.

Mr. VanLeeuwen: There is one is Salisbury Mills similiar to that too, look like a railroad station.

Mr. Spista: It probably will be wood siding, shingled roof, we are talking wood exterior on the columns and so on and probably a stucco finish on the outside of the arches, something with very subtle in color, won't be loud and that type of thing.

Mr. Schiefer: We went in and took a look at this. Gentlemen, do you want to take any action on public hearing?

Mr. VanLeeuwen: This has to go for a public hearing, definitely.

Mr. McCarville: What is the zoning here?

Mr. Murphy: The zone is NC.

Mr. McCarville: Where does that line come here?

Mr. Murphy: That line cuts across the back of these lots over here, back down in here.

Mr. McCarville: So this is neighborhood commercial? I am asking where the zone line is shown here, neighborhood commercial, that goes back quite a ways. This is it, I assume right here.

Mr. Murphy: Yes, it is basically a strip right along 207.

Mr. VanLeeuwen: I'd like to see something from the County Board of Health if they are going to allow you to put a well on this. There is no water in this area.

Mr. Murphy: We have looked into that and Mr. Zimmerman with his phone calls to the County, he finds that this is not a necessary thing to be reviewed by Orange County Health Department. We also anticipate only about a 900 gallon a day use.

Mr. VanLeeuwen: I'd like to see a letter to that effect from the County.

Mr. Edsall: The reason why I brought that up is that there is another mall very similiar to this where they want to put a well in and feed to the system and the County Health Department determined that they'd need an application so we definitely need an application. The one I'm thinking about is the one on 207, Mr. Marino's application, they said they had to make an application to the Health Department.

Mr. VanLeeuwen: There is one going in Blooming Grove and they don't have any water and it has to go.

Mr. Schiefer: Either way we should get a letter from them that they don't want it at least sign off, we do want a letter from them. Any other comments, gentlemen?

Mr. McCarville: Where is your deliveries to these buildings, loading and that right in front of the building?

Mr. Murphy: There is 35 foot wide lane provided there for, you know, so that the trucks can park in the front.

Mr. McCarville: Why don't they want to come through the back?

Mr. Spista: This is a two story building in a fence where we have entry at the grade level in the back and entry at the grade level

in the front, the front being primarily retail, the back being upper level being primarily office.

Mr. Murphy: We did widen the driving lanes to make them a minimum of 30 foot wide around the building.

Mr. Pagano: May I ask our engineer an informative question? It is not an objection. Mr. Edsall, this is going to be a well supplied water?

Mr. Edsall: Right.

Mr. Pagano: These stores will have to have sprinklers, I assume?

Mr. Spista: Not necessarily.

Mr. Babcock: Depends on the construction of the building and so on, you can put a fire and heat detection in lieu of.

Mr. Pagano: We have a single egress, these stores don't have a back entrance. In other words, they are only up front if my assumption is right, when you don't have a rear entrance, sprinklers become a necessity.

Mr. Spista: For your information, we are thinking of using metal deck and concrete for floor and steel for framing.

Mr. Pagano: If sprinklers are required, how would a well be able to supply the sprinklers, you need some sort of a gravity feed.

Mr. Edsall: They'd have to end up having a storage system.

Mr. VanLeeuwen: That is why I want them to go to County because the County will ask these questions.

Mr. Pagano: My question is because of the only a front entrance, there is no rear.

Mr. McCarville: I think we should set it up for a public hearing.

Mr. Schiefer: Are we ready for it? There is no question we are going to have a public hearing, that is already agreed.

Mr. Murphy: What are the outstanding issues. The only thing outstanding is whether this needs a review by the County Health Department for the water supply. As far as everything else, we have addressed the drainage, parking layout.

Mr. VanLeeuwen: We have to get highway superintendent approval. We have to get County, let's get those approvals and we will take it from there.

Mr. McCarville: Do you have fire department approval?

Mr. VanLeeuwen: Yes.

Mr. Schiefer: Fire department approval 25 September. Any other comments?

Mr. VanLeeuwen: I want highway superintendent approval before we go any further. That is also got to go to the State because Old Little Britian Road belongs to the State, that is not Town of New Windsor road. That is not a town property, that is State property. Riley Road is town property, Moores Hill is town property but the little stretch is Old 207.

Mr. Roncs: Then you need County Planning Board approval, Planning Department rather.

Mr. Edsall: In Mr. Fayo's review he can inform us formally if it is his road, Skip will tell us so they should contact Mr. Fayo to get his reviews.

Mr. Schiefer: In view of this, I don't think we are ready for a public hearing. Does anybody disagree? There are to many other approvals.

Mr. Spista: Can you give us an idea of what else besides the approval you are looking for?

Mr. VanLeeuwen: Next time we look at the maps, we will come up with some more ideas. I want to go back and look at the site because we only quickly looked at it because you can't see anything. What I am waiting for is leaves to come down because I tried the other day and you can't get in.

Mr. Spista: What is it that you want to see?

Mr. VanLeeuwen: See the land and get the feel, that tells me more than the paper tells me.

Mr. Lander: How close is the residents that is up on the hill from this line here, from the property line?

Mr. Murphy: It is--I don't have it on this map but I believe it is on the worksheet, it is approximately in this area and that is owned by Mr. Riani (Phonetic) who owns this property and is developing this site. He owns this whole strip back here and he has no problems with developing the site.

Mr. VanLeeuwen: On Riley Road, we want to know the distance to the closest house. There is some houses up there and I don't know how far they are from the property, up Riley Road.

Mr. Murphy: I can't show all the house locations.

Mr. VanLeeuwen: Just the closest.

Mr. Pagano: Getting on the houses, there is two entrances here again, I'd like to make sure there is no houses across the street because

these cars will be coming out. We don't want the glare of the lights everytime a car is coming in and out illuminating their living rooms so just give us where the houses are.

Mr. Murphy: There is a small house that is located somewhere around this area here, close to the road.

Mr. Pagano: We have a very limited entrance to all this to Riley Road and Moores Hill Road off 207.

Mr. VanLeeuwen: We might have to get these two guys together and see if we can't do a little road work. There's alot of things that are going to have to be done there.

Mr. Murphy: If you look further into the plans, it shows details at the roadway, how we are going to put a curb in put a paved shoulder on the road.

Mr. Spista: There is something to be said for grouping business rather than scattering businesses.

Mr. VanLeeuwen: I want to make sure that we can get a traffic pattern where you are not going to get hurt and the other guy isn't.

Mr. McCarville: We ought to be looking at the entrance coming out versus the other proposed--we ought to try to get them both together, see like where the entrances to your parking versus across the street.

Mr. Lander: The only way to 207 is across that little bridge.

Mr. Murphy: That is not the adjoining parcel across on the other side of the road, I remember looking at that plan. I don't believe he has any exits planned along that road.

Mr. VanLeeuwen: No, he doesn't. He is bringing all his out on 207. Also, you have to look into the fact if that is a State road, if you can have an exit. I would suggest that you get a hold of Don Green and find out.

Mr. Murphy: I will start with the highway superintendent and find out from him if that is a town road or a State road.

Mr. VanLeeuwen: I'm almost sure it is.

Mr. Edsall: I got the impression from Mr. VanLeeuwen's comment that Hank, you are somewhat concerned about the traffic from this site and the possible additional increase from the other mall. Maybe, if you are concerned and I am not that familiar with that intersection as to the level of service and the backup of traffic, you may want to have some type of addendum or attachment to the full EAF that would address traffic impact possibly combined traffic impact of the two sites, something that could be coordinated with the other applicant because you have two fairly large commercial ventures very

close to each other which are going to impact one particular intersection. Maybe that is something the Board may want to ask for now rather than later.

Mr. VanLeeuwen: I'd like to see a traffic study. We just can't sit here and approve this one, two, three, you have a narrow bridge there.

Mr. Spista: You are understanding that the traffic on the building facing 207 is only exiting onto 207, not back onto our area.

Mr. Edsall: There is a back connection.

Mr. VanLeeuwen: No, there isn't because he has parking in Janoti's (Phonetic) place, he is trying to buy that and have parking there.

Mr. Edsall: So it doesn't all exit onto 207.

Mr. VanLeeuwen: You are going to have parking coming on 207, coming there also if that passes. I suggest you get together with Mr. Marino and you do a traffic study over that whole area.

Mr. Edsall: If he is not cooperative in preparing it, they could throw in some background information looking at his plan, add in some additional traffic flow, the portion that would be impacting these roadways but again if you have a full EAF and you are making a full SEQR review, this is the time to ask for it so it can be considered at the public hearing once you schedule it.

Mr. VanLeeuwen: I want a full EAF and SEQR.

Mr. Pagano: May I make a suggestion? We also check with the New York State if that bridge is--what is the weight limit on it. We may be getting into a problem.

Mr. VanLeeuwen: The bridge belongs to New Windsor.

Mr. Pagano: The superintendent should tell us what the weight limits are.

Mr. Lander: That bridge is not posted.

Mr. VanLeeuwen: Next time I see the highway superintendent, I will discuss that.

Mr. McCarville: I thought it was like a culvert.

Mr. VanLeeuwen: No, it is a bridge. We got fined, it cost us \$2500 for Mr. Stickle. What does the Board think about going for a full EAF.

Mr. Edsall: You have a full EAF now. It is customary to add attachments to those, traffic study, whatever else you deem necessary and that is something that you should get up front prior to scheduling the public hearing so it would be fair to ask.

Mr. Schiefer: Anybody that doesn't think we don't need a traffic study so that is going to be one of the things we are going to request. And as Mark suggested, if Mr. Marino is not cooperative, we will take his plan and go from there, see what you think--

Mr. VanLeeuwen: Take the part that is coming, take 50% of the parking and figure that is roughly coming out that way instead of going out 207.

Mr. Murphy: What intersections do we want to have studied?

Mr. VanLeeuwen: Intersection of 207, you want the intersection of Old Little Britian Road and Riley Road. Now, we also have to take another thing into consideration, there is a housing development coming in up here, right up in here and on the other side too. You have 76 acres on the other side.

Mr. Pagano: This is going to be one story?

Mr. VanLeeuwen: Two. There is one going into the ground and one above ground.

Mr. Murphy: Built into the slope.

Mr. Pagano: What is the upper level going to be, offices?

Mr. Spista: Yes.

Mr. McCarville: Mr. Chairman, there is not a member on this Board that can't tell you that that is a bad area to get out of. There should be a traffic light there.

Mr. VanLeeuwen: We can't make them put a traffic light.

Mr. McCarville: I'm not saying that but everyone of those road are underdeveloped and over utilized right now regardless of this or if it was the housing development. Did they ever come back to this Board for an approval?

Mr. VanLeeuwen: No, it is still in the works.

Mr. Pagano: Let's wait for the traffic study.

Mr. McCarville: Let me finish and then you can determine if I am jumping the gun.

Mr. Pagano: You interupted me so I thought I'd interupt you.

Mr. McCarville: You have a housing development, they should be picking up some of the traffic study as well. It is not just let's not say hey, this guy has to pick up the traffic study. We have two other projects behind it and you have one next door.

Mr. Spista: Are they active?

Mr. VanLeeuwen: Yes, they are. Matter of fact, if you remember correctly, the one development off Moores Hill Road has to knock off excess off the hill and that is what he is waiting for approval to do because he hasn't got enough sight distance.

Mr. Pagano: I think when he found out it is all stone, he won't come back.

Mr. McCarville: There probably should be an attempt, Mr. Chairman, to get all these people together and maybe an informal meeting to take a look at what has to be done in terms of traffic.

Mr. Schiefer: I think independent is not good, everybody has to be involved.

Mr. Edsall: I think I agree with Dan 100% in the past what we have tried to do is get all the developers to combine to get combined traffic study. We have to leave it up to the developers to do. I don't want to burden them with us trying to reach an agreement with all the developers.

Mr. Murphy: What are the other developers?

Mr. Edsall: Rather than review two projects tonight here, the Planning Board files will be open for access as they are to anyone, come in and you can look over the development in the area. We will be happy to sit down with you and show you some of the more important ones. A little guidance, I think everybody has agreed Moores Hill Road and 207 is a tough intersection. I think a sight distance for the other intersections in your area and an idea on what impacts you will have on those smaller roads in the immediate vicinity should be enough. I don't think we have to get in towards the far area unless someone else is familiar with another difficult intersection.

Mr. VanLeeuwen: That is the most difficult one.

Mr. Spista: Isn't that request for joint input putting a burden on us? It is difficult to get four people to a movie.

Mr. VanLeeuwen: We can't force you to do this.

Mr. Edsall: You can't do it and ignore all the other developments. You have to include in your traffic study potential development that is proposed. If you think that is too much work and you'd like to share the cost, you should contact the other developers because most likely we are going to ask them to submit a traffic study unless we feel yours is adequate. I don't know if we are going to accept them attaching your traffic study to their EAF.

Mr. Spista: If we did a traffic study independently, would we be held up on them getting a traffic study?

Mr. VanLeeuwen: No. I make a motion we move to--

Mr. Murphy: So as I understand it, we are in no position to ask for

a public hearing at this point. Has Board declared its lead agency on SEQR process?

Mr. Edsall: Done on July 26th. Can we get a 90 day waiver since it may take more than a couple weeks for them to gather this? They should give us a 90 day waiver.

Mr. Schiefer: How do you feel?

Mr. Murphy: It is a long time but I personally feel agreeable to it but the developer is really pushing us to have it approved quickly.

Mr. VanLeeuwen: Then don't take it. When the time comes, we will have to vote no. Gentlemen, that is the fact of life.

Mr. Rones: Until you have a SEQR process completed, you don't have your application ready for a vote anyway so that is not going to be complete until you have the traffic study and we have to review the-- until we make a determination of significance.

Mr. VanLeeuwen: When we ask for a waiver, we ask it for your benefit and for ours. We had somebody here not too long ago, they wouldn't give it to us and made a determination, it got no's and we had to start over again.

Mr. Spista: I don't put it against you for saying no, we are trying to work with you and if happens to work out in 60 rather than 90--

Mr. Babcock: We are not asking you to--you have to wait another 90 days. What it says is that the code says you have to do some type of action within 90 days and your days is close to being up so we are asking you to waive that time length. That is all.

Mr. Schiefer: He doesn't have to waive it.

Mr. Rones: Otherwise the Board is going to feel that they have to make a determination based on what they have and it doesn't sound like they are favorably disposed based on the information they have right at the moment.

Mr. Murphy: As I understand it, we don't have to make the decision because the time clock doesn't start running until the EAF has been completed. Thank you.

ZIMMERMAN
ENGINEERING & SURVEYING, P.C.

Route 17M

Harriman, N.Y. 10926

(914) 782-7976

GERALD ZIMMERMAN P.E., L.S.

September 6, 1989

Town of New Windsor
Highway Department
555 Union Avenue
New Windsor, NY 12550

Attn.: Mr. Fred Fayo, Highway Superintendent

Re: Site Plan for Victoria Center

Dear Mr. Fayo:

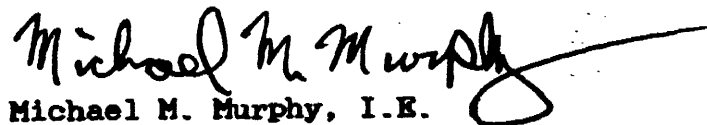
At the request of the Town of New Windsor Planning Board, we are sending you the following:

Site Plan for Victoria Center
Riley Road & Moores Hill Road
Town of New Windsor, New York
(4 page set dated: August 15, 1989)

If you would, please review these plans as they relate to your department's requirements and report your findings to the Town of New Windsor, Planning Board.

Your cooperation and assistance in reviewing this plan is greatly appreciated.

Sincerely
ZIMMERMAN ENGINEERING & SURVEYING, P.C.


Michael M. Murphy, I.E.
Project Engineer

MM/jl

Enc.

cc: Town of New Windsor, Planning Board ✓
Applicant
File

TOWN OF NEW WINDSOR PLANNING BOARD
SITE PLAN CHECKLIST

ITEM

- | | |
|---|--|
| 1. <input checked="" type="checkbox"/> Site Plan Title | 29. <input checked="" type="checkbox"/> Curbing Locations |
| 2. <input checked="" type="checkbox"/> Applicant's Name(s) | 30. <input checked="" type="checkbox"/> Curbing Through |
| 3. <input checked="" type="checkbox"/> Applicant's Address(es) | Section |
| 4. <input checked="" type="checkbox"/> Site Plan Preparer's Name | 31. <input checked="" type="checkbox"/> Catch Basin Locations |
| 5. <input checked="" type="checkbox"/> Site Plan Preparer's Address | 32. <input checked="" type="checkbox"/> Catch Basin Through |
| 6. <input checked="" type="checkbox"/> Drawing Date | Section |
| 7. <input type="checkbox"/> Revision Dates | 33. <input checked="" type="checkbox"/> Storm Drainage |
| 8. <input checked="" type="checkbox"/> AREA MAP INSET | 34. <input checked="" type="checkbox"/> Refuse Storage |
| 9. <input checked="" type="checkbox"/> Site Designation | 35. <input type="checkbox"/> Other Outdoor Storage |
| 10. <input checked="" type="checkbox"/> Properties Within 500 Feet | 36. <input checked="" type="checkbox"/> Water Supply |
| of Site | 37. <input checked="" type="checkbox"/> Sanitary Disposal Sys. |
| 11. <input checked="" type="checkbox"/> Property Owners (Item #10) | 38. <input type="checkbox"/> Fire Hydrants |
| 12. <input checked="" type="checkbox"/> PLOT PLAN | 39. <input checked="" type="checkbox"/> Building Locations |
| 13. <input checked="" type="checkbox"/> Scale (1" = 50' or lesser) | 40. <input checked="" type="checkbox"/> Building Setbacks |
| 14. <input checked="" type="checkbox"/> Metes and Bounds | 41. <input checked="" type="checkbox"/> Front Building |
| 15. <input checked="" type="checkbox"/> Zoning Designation | Elevations |
| 16. <input checked="" type="checkbox"/> North Arrow | 42. <input checked="" type="checkbox"/> Divisions of Occupancy |
| 17. <input checked="" type="checkbox"/> Abutting Property Owners | 43. <input type="checkbox"/> Sign Details |
| 18. <input type="checkbox"/> Existing Building Locations | 44. <input checked="" type="checkbox"/> BULK TABLE INSET |
| 19. <input checked="" type="checkbox"/> Existing Paved Areas | 45. <input checked="" type="checkbox"/> Property Area (Nearest |
| 20. <input type="checkbox"/> Existing Vegetation | 100 sq. ft.) |
| 21. <input type="checkbox"/> Existing Access & Egress | 46. <input checked="" type="checkbox"/> Building Coverage (sq. |
| | ft.) |
| <u>PROPOSED IMPROVEMENTS</u> | 47. <input type="checkbox"/> Building Coverage (% |
| 22. <input checked="" type="checkbox"/> Landscaping | of Total Area) |
| 23. <input type="checkbox"/> Exterior Lighting | 48. <input type="checkbox"/> Pavement Coverage (Sq. |
| 24. <input type="checkbox"/> Screening | Ft.) |
| 25. <input checked="" type="checkbox"/> Access & Egress | 49. <input type="checkbox"/> Pavement Coverage (% |
| 26. <input checked="" type="checkbox"/> Parking Areas | of Total Area) |
| 27. <input checked="" type="checkbox"/> Loading Areas | 50. <input type="checkbox"/> Open Space (Sq. Ft.) |
| 28. <input checked="" type="checkbox"/> Paving Details | 51. <input type="checkbox"/> Open Space (% of Total |
| (Items 25-27) | Area) |
| | 52. <input checked="" type="checkbox"/> No. of Parking Spaces |
| | Proposed. |
| | 53. <input checked="" type="checkbox"/> No. of Parking |
| | Required. |

This list is provided as a guide only and is for the convenience of the Applicant. The Town of New Windsor Planning Board may require additional notes or revisions prior to granting approval.

PREPARER'S ACKNOWLEDGEMENT:

The Site Plan has been prepared in accordance with this checklist and the Town of New Windsor Ordinances, to the best of my knowledge.

By: _____

Licensed Professional

Date: SEPT. 6, 1989

~~Victor... (10-22) ...~~

Mr. Michael Murphy came before the Board representing this proposal.

Mr. Murphy: What we have here is a three and a half acre parcel of land. It is zoned for commercial use and we are looking to put a 30,000 square foot retail and office space building up on this site. It is going to be serviced by municipal sewers and on-site well.

Mr. VanLeeuwen: Who owns it?

Mr. Murphy: Fira (phonetic) and I, they also own the property up here. He has got his house right up in here. This is a separate lot.

Mr. Pagano: It is one lot?

Mr. Murphy: This is one single lot. Matter of fact, this lot right now is three and a half acre lot but about three quarters of an acre lots within the town roadway and we would be dedicating the right-of-way to the town.

Mr. Pagano: Do you have any right-of-ways going through the property, any restrictions or anything?

Mr. Murphy: The only easement would be the utility line easement. We know of no other easements.

Mr. VanLeeuwen: Before we go any further, we ought to put it on a site inspection.

Mr. Soukup: Didn't we eliminate 80% building area for parking ratio count when we changed the ordinance?

Mr. Rones: I couldn't tell you.

Mr. VanLeeuwen: Not yet.

Mr. Murphy: We did go over the parking calculations with Mark Edsall and he didn't say that there was any problem with it.

Mr. Schiefer: Kurt, would you make a note to Mark that we are going to want to visit the site?

Mr. VanLeeuwen: I think the fire department should look at this.

Mr. Soukup: I have two thoughts when I look at this map. Number 1, it is probably as dense as you can make it and it is very unimaginative, looks very very unimaginative and without some fantastic building elevation--

Mr. Murphy: We have designed this building to fit in.

Mr. VanLeeuwen: Who drew this, Jerry? He doesn't have good taste, does he?

Mr. Murphy: This building is designed to work with the site the way the site itself relatively is flat and then it steps up in the rear. We have designed a two story building that will be accessed in the front at one level and accessed in the rear at the second level.

Mr. Pagano: What about the emergency for the rear of these stores? This is, is there anything in the back? How will the people get out, let's say for store #9, this is going to be a solid wall? Do you have any provisions for people to get out of these stores if there is a fire?

Mr. Murphy: At this point, that is an architectural detail. We haven't really looked into that but we realize that is going to be a problem and it is going to be taken care of.

Mr. VanLeeuwen: I suggest you put a little more taste. Tell Jerry to sweeten up the pie, take a couple of hershey bars, whatever he wants to eat.

Mr. Murphy: We are presenting you with the elevation lines and trying to dress it up with a good looking building. There is not much we can do.

Mr. VanLeeuwen: Looks like a railroad station, not that there is anything wrong with that.

Mr. Murphy: It is a long building, approximately 350 feet long, 50 feet deep, 2 stories tall.

Mr. VanLeeuwen: Office upstairs and retail downstairs?

Mr. Murphy: 50% office 50% retail but we didn't want to get into the strict restriction that retail is downstairs and office is upstairs.

Mr. VanLeeuwen: Going to put an elevator in?

Mr. Murphy: We don't see a need for an elevator being the building can be accessed from the driveway at both elevations.

Mr. VanLeeuwen: I suggest we--

Mr. Schiefer: No question, we will go see it. I am trying to get as many comments.

Mr. VanLeeuwen: I think it should go to the fire department.

Mr. Murphy: We had work sessions with Mark Edsall, Mike Babcock and the fire marshall was there and he had looked at the site plan and he found no problems with the building because it is surrounded on three sides by driveways and he feels it wouldn't present any problems for the fire trucks.

Mr. Schiefer: How wide is the--Kurt, has the applicant, does he have a copy of the comments?

Mr. Murphy: No, I'd appreciate it.

Mr. Schiefer: You have a 24 foot opening here and the fire department has no problem with it? I find that strange. Usually they want a minimum of 30.

Mr. Murphy: We can provide the extra 6 feet.

Mr. Schiefer: You say the fire department said they see no problem.

Mr. Pagano: You will notice that when they come around the back, they discharge directly onto Riley Road in order to get back into the shopping center. That doesn't make sense to me. Right there, I'd like to have some capabilities of keeping them in the shopping center.

Mr. Murphy: They can go to both levels without ever leaving the parking lot. There is a way around the building without exiting the parking lot.

Mr. Pagano: You have a 4 foot--I don't comprehend the fire department giving a favorable comment on the 24 foot with a 6.7% radius or whatever you have here. It contradicts everything they have been telling me.

Mr. Murphy: 6% grade, 24 feet wide, grade is moderate and 24 foot is a regular road.

Mr. Pagano: What is the radius of the turn?

Mr. Murphy: I believe 50 feet. About the extra feet, makes the difference, we have the extra to provide it.

Mr. Pagano: I'd like to hear from the fire department.

Mr. Murphy: You want us to send a copy to them or would you rather do it yourself?

Mr. Schiefer: No, you do it.

Mr. Murphy: If the extra 6 feet is a problem, I am sure we have room.

Mr. Schiefer: Even if the fire department approves it, we are going to have trouble with it.

Mr. VanLeeuwen: I think when we walk the land, we are going to see a few more problems we don't know about.

Mr. Schiefer: I am trying to get as many comments as we can because a lot of questions we have to look at it, we have to get approvals.

Mr. VanLeeuwen: What he doesn't show is any contours either.

Mr. Murphy: The contours are on there.

Mr. Soukup: Shows enough that you need an 8 to 10 foot wall across the back of the site.

Mr. Murphy: I disagree. I think the highest point on the wall is only 6 feet high.

Mr. Soukup: 342 to 348, okay, 6, 7 feet. Goes down to 7. How many yards are you going to move off the site?

Mr. Murphy: As I see it, we are going to be filling in the front in the parking lot so we could only keep everything on the site, we can raise the level of the parking lot if need be to keep all the material on-site.

Mr. Soukup: We'd like to know that before some point in time. Access from the front of the building to the back probably warrants some provision for that around the middle of the building rather than making everybody go to one end or the other, assuming the Board is going to look at this configuration, there should be some access through the middle of the building to the back, some kind of a connection from the front lower level to the back upper level.

Mr. Murphy: Passageway for a car?

Mr. Soukup: Public access, it is up to you to show us what you want to do.

, Mr. Schiefer: I don't think you are suggesting a car.

Mr. Soukup: I am suggesting a public access, whatever form, not a car, no. I think the 350 foot building is a little excessive. There is other shopping centers down in town that has a broken building, scatters it, a little better use of the property.

Mr. Pagano: We have the opportunity here on the parking if anyone has been to Waldbaums lately, nobody seems to know where to park because lines get covered when there is a little rain, that we have something more of a parking, something above earth that helps people align their cars properly. They have like an island, I hope they are islands and not just painted lines. I'd like to see something in there, bushes or something that helps people to align their cars properly.

Mr. Rones: Curbing?

Mr. VanLeeuwen: Should be islands and curbing. Once we visit the site, it will answer alot of questions for all of us.

Steve Brander (phonetic): I am from Design Group. We are the architects. We brought some photographs of some other structures that we have done in Orange County in the Town of Woodbury. It will

give you some idea of the style of architecture and the quality.

Mr. Schiefer: Which ones in Woodbury?

Mr. Murphy: Here is one, I believe this is the Oak Clove Mall on Route 32 and this is a long building.

Mr. VanLeeuwen: That is nice.

Mr. Brander: We have done the Central Valley Golf Club facility.

Mr. Schiefer: I have heard of it.

Mr. VanLeeuwen: That is nice also.

Mr. Brander: We want to create a more pedestrian type of shopping center than people are really used to. We don't want one just for cars to run in and out but a place where people can go and do their shopping, do some professional work, visit offices. So, it won't just be a typical shopping center.

Mr. Pagano: I make a motion that we take the position of lead agency for SEQR and ask for a waiver of the time limits.

Mr. VanLeeuwen: I will second that.

Mr. Schiefer: Waiving of time limits, let's take the lead agency first, do it separately.

ROLL CALL:

Mr. Pagano	Aye
Mr. VanLeeuwen	Aye
Mr. Soukup	Aye
Mr. Schiefer	Aye

Mr. Pagano: I make a motion that we request from the applicant waiver of all time limitations.

Mr. Schiefer: I don't think we need a motion.

Mr. Rones: Isn't that a little premature? This is the first time this has been on.

Mr. Pagano: When does the clock start?

Mr. Rones: When you complete the environmental quality review process.

Mr. Matscherz: I would suggest you at least tell the applicant what information you want the environmental assessment to take, DEIS, Part 3 EAF, Short form.

Mr. VanLeeuwen: I think long form EAF.

Mr. Soukup: It is up to the applicant if he wants to submit something in the way of Part 3 in mitigation of some of the items discussed tonight. He can supply the information but Parts 1 and 2 would be the minimum long form EAF.

Mr. Matscherz: The only reason I would suggest if you wanted to consider it Part 3 is it is merely contiguous to the previous application.

Mr. Soukup: He was here when we talked about that, some of the same questions exist here, any additional information you give us would be helpful in making a determination.

Mr. Murphy: Is there any way we can get a copy of that neighboring site plan? We can relate it to our plans to see how it is effected.

Mr. Soukup: I suggest we hold off determining whether public hearing is necessary until we receive long form EAF and get a chance to look at the data.

Mr. Schiefer: I don't think now these recommendations, I don't think we have to have formal motion. You are listening to what is being said.

Mr. VanLeeuwen: I agree. I think we have to go to the public hearing eventually.

Mr. Schiefer: On a thing like this, we'd go for a public hearing. I have no problem.

Mr. VanLeeuwen: What is the zoning of that parcel?

Mr. Murphy: NC.

Mr. Schiefer: I have no comment with the style although we had a little ridicule in the beginning, I have some comments, some thoughts on the length of the building and things like that and either breaking it up--

Mr. Rones: Instead of making it one big building together, taking the units and clustering them, making a couple of units and--

Mr. Brander: We did, we had several variations. We tried angling the end but because of the pie shape of the site, it just was--we lost too much and we lost too many stores, too many offices so it became economically not feasible so that is why we favored the back of the site and we want to landscape parking areas as much as we can. We are also going to landscape the islands and have a buffer so we feel that the current footprint is the one that we will most likely wind up with.

Mr. Schiefer: Maybe reduced a little on the ends, give it the extra 6 feet.

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board
FROM: Town Fire Inspector
DATE: 23 May 1991
SUBJECT: Victoria Center

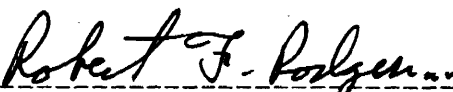
PLANNING BOARD REFERENCE NUMBER: PB-89-29
DATED: 16 May 1991

FIRE PREVENTION REFERENCE NUMBER: FPS-91-041

A review of the above referenced subject site plan was conducted on 23 May 1991.

This site plan is acceptable.

PLANS DATED: 14 May 1991.


Robert F. Rodgers; CCA
Fire Inspector

RFR:mr
Att.

✓
CC: M.E.



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

45 QUASSAICK AVE (ROUTE 9W)
NEW WINDSOR, NEW YORK 12550

TELEPHONE (914) 562-8640
PORT JERVIS (914) 856-5600

RICHARD D. MCGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

Licensed in New York,
New Jersey and Pennsylvania

**PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE**

TOWN OF New Windsor P/B # 89-29
WORK SESSION DATE: 5 Feb '91
REAPPEARANCE AT W/S REQUESTED: No APPLICANT RESUB.
PROJECT NAME: Victoria Ct REQUIRED: yes
PROJECT STATUS: NEW _____ OLD X
REPRESENTATIVE PRESENT: Mike H. Perry 2/ct
TOWN REPS PRESENT: BLDG INSP. X
FIRE INSP. X
ENGINEER X
PLANNER _____
P/B CHMN. _____
OTHER (Specify) _____

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- ~~+~~ added Restaurant - need Masonry all
- ~~+~~ make sure 1st Floor use is called as both Ref & Rest
- ~~+~~ revise Or
- ~~+~~ eliminate internal
- ~~+~~

VICT.PB

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board
FROM: Town Fire Inspector
DATE: 19 February 1991
SUBJECT: Victoria Center

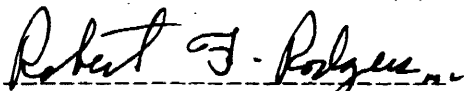
PLANNING BOARD REFERENCE NUMBER: PB-89-29
DATED: 12 February 1991

FIRE PREVENTION REFERENCE NUMBER: FPS-91-011

A review of the above referenced subject site plan was conducted on 19 February 1991.

This site plan is acceptable.

PLANS DATED: 16 January 1991; Revision 2.


Robert F. Rodgers; CCA
Fire Inspector

RR:mr
Att.

✓
CC: M.E.

FEB 12 1991

89- 29
Rev 3

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR, ~~SANITARY INSP.~~,
D.O.T., O.C.H., O.C.P., D.P.W., WATER, SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval ☒

Subdivision _____ as submitted by
Zimmerman Eng. for the building or subdivision of
Victoria Center has been
reviewed by me and is approved ☒
disapproved _____.

If disapproved, please list reason _____

HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

L. M. Masten Jr.

SANITARY SUPERINTENDENT

Feb. 20, 1991

DATE

CC: H.E.

89-29

Rev 3

2-12-91

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR, SANITARY INSP.,
D.O.T., O.C.H., O.C.P., D.P.W., ~~WATER~~, SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval _____
subdivision _____ as submitted by
Zimmerman Eng & Surv. for the building or subdivision of
Victoria Center has been
reviewed by me and is approved ☒
disapproved _____.

~~If disapproved, please list reason.~~

There is no town water in this area.

HIGHWAY SUPERINTENDENT

[Signature]
WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

DATE

✓
CC: M.E.

ORANGE COUNTY DEPARTMENT OF PLANNING
APPLICATION FOR MANDATORY COUNTY REVIEW
OF LOCAL PLANNING ACTION

(Variances, Zone Changes, Special Permits, Subdivisions, Site Plans)

Local File No. 89-29

1. Municipality TOWN OF NEW WINDSOR Public Hearing Date _____

☐ City, Town or Village Board ☒ Planning Board ☐ Zoning Board

2. Owner: Name Philip & Felicia Laiani

Address 1740 King Street - Scotch Plain, N.J. 07023

3. Applicant*: Name C + R Enterprises

Address P.O. Box 578, Central Valley, NY 10917

* If Applicant is owner, leave blank

Moore Hill

4. Location of Site: Corner of Riley & Moores Hill Rd. - Near Intersection of Rt. 207
(street or highway, plus nearest intersection)

Tax Map Identification: Section 32 Block 2 Lot 29

Present Zoning District NC Size of Parcel 3.54 ±

5. Type of Review:

Special Permit: _____

Variance: Use _____

Area _____

Zone Change: From _____ To _____

Zoning Amendment: To Section _____

Subdivision: Number of Lots/Units _____

Site Plan: Use Office & Retail Use

10/5/90

Date

Myra Mason, Secretary for the Planning Board
Signature and Title

9-10-90

SEP 4 - 1990

89-29
Rev 2

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR, SANITARY INSP.,
D.O.T., O.C.H., O.C.P., D.P.W., ~~WATER~~, SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval _____

Subdivision _____ as submitted by

Zimmerman Eng & Surveying for the building or subdivision of
Victoria Center _____ has been

reviewed by me and is approved ☒ _____

disapproved _____

~~If disapproved, please list reason~~ _____

There is no town water in this area

HIGHWAY SUPERINTENDENT

John D. Duv
WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

DATE

CC:ME.

89 - 29
Rev. 2

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR, ~~SANITARY INST.~~,
D.O.T., O.C.H., O.C.P., D.P.W., WATER, SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval ☒

Subdivision _____ as submitted by

~~Zimmerman Engineering~~ for the building or subdivision of

Victoria Center has been

reviewed by me and is approved ☒

disapproved _____.

If disapproved, please list reason _____

HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

Lyman W. Masten Jr.
~~SANITARY SUPERINTENDENT~~

Sept. 12, 1990
DATE

cc: M.E.

VICTC.PB

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board
FROM: Town Fire Inspector
DATE: 11 September 1990
SUBJECT: Victoria Center Site Plan

PLANNING BOARD REFERENCE NUMBER: PB-89-29
DATED: 4 September 1990

FIRE PREVENTION REFERENCE NUMBER: FPS-90-079

A review of the above referenced subject site plan was conducted on 11 September 1990.

This site plan is acceptable.

PLANS DATED:

Robert F. Rodgers
Robert F. Rodgers; CCA
Fire Inspector

RR:mr
Att.

✓
CC: M.E.



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

45 QUASSAICK AVE. (ROUTE 9W)
NEW WINDSOR, NEW YORK 12550

TELEPHONE (914) 562-8640
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RICHARD D. MCGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

Licensed in New York,
New Jersey and Pennsylvania

**PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE**

TOWN OF New Windsor P/B # 89 - 22
WORK SESSION DATE: 3-6-90 APPLICANT RESUB.
REAPPEARANCE AT W/S REQUESTED: _____ REQUIRED: _____
PROJECT NAME: Victoria Center
PROJECT STATUS: NEW _____ OLD ✓
REPRESENTATIVE PRESENT: _____
TOWN REPS PRESENT: BLDG INSP. ✓
FIRE INSP. _____
ENGINEER _____
PLANNER _____
P/B CHMN. _____
OTHER (Specify) _____

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

Cancelled

rescheduled for 4-3-90

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
112 DICKSON STREET
NEWBURGH, N.Y. 12550

Albert J. Bauman
Regional Director

Franklin E. White
Commissioner

November 6, 1989

Town of New Windsor
Planning Board
555 Union Ave.
New Windsor, N.Y. 12550

Re: Site Plan - Victoria Center
Old Little Britain Road
Riley Off Rt. 207

Dear Sir:

We have reviewed this matter and please find out comments checked below:

_____ A highway Work Permit will be required

___x___ No objection

_____ Need additional information

_____ Traffic Study

_____ Drainage Study

_____ To be reviewed by Regional Office

___x___ Does not affect N.Y. State Dept. of Transportation

ADDITIONAL COMMENTS: No N.Y.S. right-of-way to be affected.

Very Truly Yours,

W. Elgee

William Elgee
C.E. I Permits
Orange County

WE:rh

NOV 13 1989

CC:M.E.

WATER, SEWER, HIGHWAY REVIEW FORM:

The maps and plans for the Site Approval Victoria Center
Subdivision _____ as submitted by
Zimmerman Eng. for the building or subdivision of
Victoria Center has been
reviewed by me and is approved _____,
disapproved ✓.

If disapproved, please list reason.

Drainage has to be up graded all the
way to stream. The drive way that flows
out on to Old Little Britain Road should
be moved closer to Riley Rd. for safety
conditions.

Fred Kupp, Jr.
HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

October 12, 1989
DATE



LOUIS HEIMBACH
County Executive

Department of Health

SALLY FAITH DORFMAN, M.D., M.S.H.S.A.
Commissioner of Health

October 30, 1989

Gerald Zimmerman, P.E.
Route 17M
Harriman, NY 10926

Re:
Victoria Center
T. New Windsor

Dear Mr. Zimmerman:

As requested in your letter of October 18, 1989, we have reviewed the material sent and have determined that the water supply for this project will be considered a non-community public water system and will require approval by this office. In addition, if the projected number of employees is 25 or more, as would seem probable, it will be considered a non-transient non-community water system for which the acceptance criteria are somewhat more strict. The submission for approval must include:

1. Application - San 96
2. Engineer's report to include:
 - a. Water usage and basis for calculation. The tables in Rural Water Supply, DOH and/or Design Standards for Wastewater Treatment Works, 1988 by DEC are acceptable. Sizing of equipment specified.
 - b. Results of water tests as per Part 5, 5-1.52, tables 1, 2 and 3 (except THM's) plus pH, hardness and microbiological. Copies of tables enclosed.
 - c. Well description and test results. Drillers log and capacity analysis will be adequate.
 - d. Catalog cuts of equipment, if necessary.

Victoria Center
Page 2
October 30, 1989

3. Plans for the water system to include the well, location of pipe to building, mechanical room including hydropneumatic tank, chlorinator, chlorine contact tank if required and other items within the room. The plan must show the area to at least 100' from the well with all drains, sewers, etc. Provide inverts of any lines within 100'. Details which do not pertain to this application such as shrubbery, road sections, catch basins, etc. should be marked for information only not for review or approval by Orange County Health Department.
4. Specifications for water system. This can be very simple and included on the plan sheet. Reference to items by model number is acceptable, if catalog cuts are included in the engineer's report.

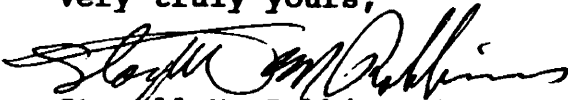
The following comments are made with regard to the plans sent for reference:

1. The well as shown on sheet 2 does not meet separation requirements from the building (assuming footing drain) or the storm drain unless special construction is used.
2. The well detail on sheet #4 must correspond to the drillers log. Alternatively, if the well is not installed, the remainder of the project can be submitted for approval and the final approval of the well deferred until it is completed and tested.
3. The well seal must be properly vented.
4. The pump sizing should be based on the calculations requested above with adequate reserve. 5gpm would not appear to be adequate.

I hope this is adequate for you to prepare a proper submission.

If you have any further questions, feel free to call.

Very truly yours,


Stoyell M. Robbins, P.E.
Sr. Public Health Engineer

SMR/aje

cc: Planning Board - T. New Windsor
C&R Enterprises
File

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR,
D.O.T., O.C.H., O.C.P., D.P.W., WATER, ██████████, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval _____ ✓
Subdivision _____ as submitted by
_____ for the building or subdivision of
VICTORIA CENTER _____ has been
reviewed by me and is approved _____ ✓
disapproved _____.

If disapproved, please list reason HAS PROVISIONS
BEEEN MADE TO CHARGE FOR SEWER USE. THE
CENTER PLANS TO USE ITS OWN WELL AND TOWN
SEWER.

HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

10-30-89
DATE

CC:M.E.

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board
FROM: Town Fire Inspector
DATE: 25 September 1989
SUBJECT: Victoria Center Site Plan

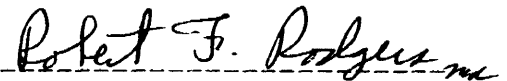
PLANNING BOARD REFERENCE NUMBER: PB-89-29
DATED: 7 September 1989

FIRE PREVENTION REFERENCE NUMBER: FPS-89-080

A review of the above referenced subject site plan was conducted on 25 September 1989.

This site plan is found acceptable.

PLANS DATED: 15 August 1989



Robert F. Rodgers; CCA
Fire Inspector

RR:mr
Att.

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR, ~~REVIEW~~
D.O.T., O.C.H., O.C.P., D.P.W., WATER, SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval ✓
Subdivision _____ as submitted by
Zimmerman Eng. & Sur. for the building or ~~subdivision~~ of
Victoria Centre has been
reviewed by me and is approved ✓,
disapproved _____.

If disapproved, please list reason _____

HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

Ludman D. Masten Jr.
SANITARY SUPERINTENDENT

Inspector

Sept. 14, 1989
DATE

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR,
D.O.T., O.C.H., O.C.P., D.P.W., ~~SEWER~~, SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval _____

Subdivision _____ as submitted by

Zimmerman Eng. for the building or subdivision of
Victoria Center has been

reviewed by me and is approved ☒

disapproved _____.

~~If disapproved, please list reason~~

There is no town water available in this
area.

HIGHWAY SUPERINTENDENT

Steve D. D.
WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

DATE

INTER OFFICE CORRESPONDENCE

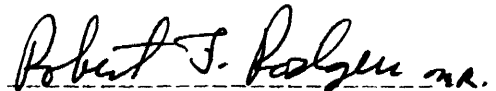
TO: Town Planning Board
FROM: Town Fire Inspector
DATE: 12 July 1989
SUBJECT: Victoria Center Site Plan

Planning Board Reference Number: PB-89-29
Dated: 16 June 1989

Fire Prevention Reference Number: FPS-89-062

A review of the above referenced site plan was conducted on 11 July 1989 and is found to be acceptable.

Plan Dated: 14 June 1989; Revision 1


Robert F. Rodgers, CCA
Fire Inspector

RR:mr
Att.

CC: M.E.

JUN 13 1989



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

45 QUASSAICK AVE. (ROUTE 9W)
NEW WINDSOR, NEW YORK 12550

TELEPHONE (914) 562-8640
PORT JERVIS (914) 856-5600

RICHARD D. MCGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

Licensed in New York,
New Jersey and Pennsylvania

PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

new

TOWN OF New Windsor

P/B # -

WORK SESSION DATE: 6 June 89

APPLICANT RESUB.
REQUIRED:

REAPPEARANCE AT W/S REQUESTED:

PROJECT NAME: Victoria Center

COMPLETE APPLICATION ON FILE NEW OLD

REPRESENTATIVE PRESENT: Mike Murphy, Nick Cardaropoli

TOWN REPS PRESENT: BLDG INSP. X
FIRE INSP. X
P/B ENGR. X
OTHER (Specify)

E. P. Jr.

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- Cmp crossing, Riley - provide town - C/B's
- retail & office (2 story) mixed
- "provided" bulk table.
- actual units of each (ret & off)
- Dr Plg. ¹⁰ ~~X~~ - detail: enough on top.
- sight distances.
- verify 25' from E road.
- landscaping; lighting
- dumpster
- \$ 1000 extra.

Planning Board
Town of New Windsor
555 Union Avenue
New Windsor, NY 12550

(This is a two-sided form)

Date Received _____
Meeting Date _____
Public Hearing _____
Action Date _____
Fees Paid _____

APPLICATION FOR SITE PLAN, LOT-LINE CHANGE
OR SUBDIVISION PLAN APPROVAL

1. Name of Project Site Plan for Victoria Center
2. Name of Applicant C & R Enterprises Phone _____
Address P.O. Box 578, Central Valley, New York 10917
(Street No. & Name) (Post Office) (State) (Zip)
3. Owner of Record Philip & Felicia Raiani Phone _____
Address 1740 King Street, Scotch Plain, New Jersey 07023
(Street No. & Name) (Post Office) (State) (Zip)
4. Person Preparing Plan Zimmerman Engineering & Surveying, P.C. Phone 782-7976
Address Route 17M, Harriman, New York 10926
(Street No. & Name) (Post Office) (State) (Zip)
5. Attorney _____ Phone _____
Address _____
(Street No. & Name) (Post Office) (State) (Zip)
6. Location: On the _____ south side of Old Little Britain Road
(Street)
between its _____ feet intersection with Riley Road and Moores
(Direction)
of Hill Road
(Street)
7. Acreage of Parcel 3.54± 8. Zoning District N/C
9. Tax Map Designation: Section 32 Block 2 Lot 29
10. This application is for Site Plan Approval for Victoria Center
11. Has the Zoning Board of Appeals granted any variance on a special permit concerning this property? No

N/A

25

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land were acquired, together with the liber and page of each conveyance into the present owner as recorded in the Orange County Clerk's Office. This affidavit shall indicate the legal owner of the property, the contract owner of the property and the date the contract of sale was executed.

IN THE EVENT OF CORPORATE OWNERSHIP: A list of all directors, officers and stockholders of each corporation owning more than five percent (5%) of any class of stock must be attached.

OWNER'S ENDORSEMENT
(Completion Required ONLY if applicable)

COUNTY OF ORANGE

SS. :

STATE OF NEW YORK

_____ being duly sworn, deposes and says
that he resides at _____
in the County of _____ and State of _____
and that he is (the owner in fee) of _____
_____ (Official Title)
of the Corporation which is the Owner in fee of the premises
described in the foregoing application and that he has authorized
_____ to make the foregoing
application for Special Use Approval as described herein.

I HEREBY DEPOSE AND SAY THAT ALL THE ABOVE STATEMENTS AND INFORMATION, AND ALL STATEMENTS AND INFORMATION CONTAINED IN THE SUPPORTING DOCUMENTS AND DRAWINGS ATTACHED HERETO ARE TRUE.

AS TO GERALD Zimmerman only
Sworn before me this

Sworn before me this

Philip Raimi
(Owner's Signature)

19TH day of May 1989

Philip Raine
(Applicant's Signature)

Notary Public

(Title)

DAVID L. LEVINSON
NOTARY PUBLIC, State of N.Y.
 Resident of Orange County
 Commission Expires 11-23-21

6-30-89

REV. 3-87

Appendix A

**State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM**

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE—Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: ☒ Part 1 ☒ Part 2 ☐ Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- ☐ A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a **negative declaration will be prepared.**
- ☐ B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration will be prepared.***
- ☐ C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a **positive declaration will be prepared.**

* A Conditioned Negative Declaration is only valid for Unlisted Actions

Name of Action

Name of Lead Agency

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

Date

PART 1—PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF ACTION Site Plan for Victoria Center		
LOCATION OF ACTION (Include Street Address, Municipality and County) Riley and Moores Hill Road, Town of New Windsor, Orange County, N.Y.		
NAME OF APPLICANT/SPONSOR C & R Enterprises	BUSINESS TELEPHONE ()	
ADDRESS P.O. Box 578		
CITY/PO Central Valley	STATE N.Y.	ZIP CODE 10917
NAME OF OWNER (if different) Philip and Felicia Raiani	BUSINESS TELEPHONE ()	
ADDRESS 1740 King Street		
CITY/PO Scotch Plains	STATE N.J.	ZIP CODE 07023
DESCRIPTION OF ACTION Site Plan for a 30,000± S.F. Retail/Office Building on a 3.5± acre tract of land.		

Please Complete Each Question—Indicate N.A. if not applicable

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present land use: ☐ Urban ☐ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☒ Forest ☐ Agriculture ☐ Other _____

2. Total acreage of project area: 3.53 acres.

APPROXIMATE ACREAGE

	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	<u>0</u> acres	<u>0</u> acres
Forested	<u>2.90</u> acres	<u>0</u> acres
Agricultural (Includes orchards, cropland, pasture, etc.)	<u>0</u> acres	<u>0</u> acres
Wetland (Freshwater or tidal as per Articles 24, 25 of ECL)	<u>0</u> acres	<u>0</u> acres
Water Surface Area	<u>0</u> acres	<u>0</u> acres
Unvegetated (Rock, earth or fill)	<u>0</u> acres	<u>0</u> acres
Roads, buildings and other paved surfaces	<u>0.63</u> acres	<u>3.11</u> acres
Other (Indicate type) <u>Lawn and Landscaped</u>	<u>0</u> acres	<u>0.42</u> acres

3. What is predominant soil type(s) on project site? gravelly silt loam

- a. Soil drainage: ☐ Well drained _____ % of site ☒ Moderately well drained 80 % of site
☒ Poorly drained 20 % of site

- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? N/A acres. (See 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? ☐ Yes ☒ No

- a. What is depth to bedrock? 2 6 (in feet)

5. Approximate percentage of proposed project site with slopes: ☒ 0-10% 92 % ☐ 10-15% 8 %
☐ 15% or greater 0 %
6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or the National Registers of Historic Places? ☐ Yes ☒ No
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? ☐ Yes ☒ No
8. What is the depth of the water table? > 6 (in feet)
9. Is site located over a primary, principal, or sole source aquifer? ☐ Yes ☒ No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? ☐ Yes ☒ No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?
☐ Yes ☒ No According to _____
Identify each species _____
12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations)
☐ Yes ☒ No Describe _____
13. Is the project site presently used by the community or neighborhood as an open space or recreation area?
☐ Yes ☒ No If yes, explain _____
14. Does the present site include scenic views known to be important to the community?
☐ Yes ☒ No
15. Streams within or contiguous to project area: None
a. Name of Stream and name of River to which it is tributary _____
16. Lakes, ponds, wetland areas within or contiguous to project area: None
a. Name _____ b. Size (In acres) _____
17. Is the site served by existing public utilities? ☒ Yes ☐ No
a) If Yes, does sufficient capacity exist to allow connection? ☒ Yes ☐ No
b) If Yes, will improvements be necessary to allow connection? ☒ Yes ☐ No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☒ No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? ☐ Yes ☒ No
20. Has the site ever been used for the disposal of solid or hazardous wastes? ☐ Yes ☒ No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
- a. Total contiguous acreage owned or controlled by project sponsor 3.53 acres.
- b. Project acreage to be developed: 3.53 acres initially; 3.53 acres ultimately.
- c. Project acreage to remain undeveloped 0 acres.
- d. Length of project, in miles: N/A (If appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed N/A %;
- f. Number of off-street parking spaces existing 0; proposed 156.
- g. Maximum vehicular trips generated per hour 186 (upon completion of project)?
- h. If residential: Number and type of housing units:
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| Ultimately | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
- i. Dimensions (in feet) of largest proposed structure 32' height; 45' width; 345± length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? 977 ft.

2. How much natural material (rock, earth, etc.) will be removed from site? 0 tons/cubic yards
3. Will disturbed areas be reclaimed? ☒ Yes ☐ No ☐ N/A
- a. If yes, for what intended purpose is the site being reclaimed? Retail and Office Building
- b. Will topsoil be stockpiled for reclamation? ☒ Yes ☐ No
- c. Will upper subsoil be stockpiled for reclamation? ☒ Yes ☐ No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 2.90 acres.
5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?
☐ Yes ☒ No
6. If single phase project: Anticipated period of construction 12 to 18 months, (including demolition).
7. If multi-phased:
- a. Total number of phases anticipated N/A (number).
- b. Anticipated date of commencement phase 1 _____ month _____ year, (including demolition).
- c. Approximate completion date of final phase _____ month _____ year.
- d. Is phase 1 functionally dependent on subsequent phases? ☐ Yes ☐ No
8. Will blasting occur during construction? ☐ Yes ☒ No
9. Number of jobs generated: during construction 45; after project is complete 56
10. Number of jobs eliminated by this project 0
11. Will project require relocation of any projects or facilities? ☒ Yes ☐ No If yes, explain Replacement and relocation of storm drainage culvert at Riley Road and Little Britain
12. Is surface liquid waste disposal involved? ☒ Yes ☐ No
- a. If yes, indicate type of waste (sewage, industrial, etc.) and amount Commercial Sewage - 900 gpd
- b. Name of water body into which effluent will be discharged Hudson River
13. Is subsurface liquid waste disposal involved? ☐ Yes ☒ No Type _____
14. Will surface area of an existing water body increase or decrease by proposal? ☐ Yes ☒ No
Explain _____
15. Is project or any portion of project located in a 100 year flood plain? ☐ Yes ☒ No
16. Will the project generate solid waste? ☒ Yes ☐ No
- a. If yes, what is the amount per month 1.5 tons
- b. If yes, will an existing solid waste facility be used? ☒ Yes ☐ No
- c. If yes, give name Orange County Sanitary Landfill; location New Hampton, New York
- d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? ☐ Yes ☒ No
- e. If Yes, explain _____
17. Will the project involve the disposal of solid waste? ☐ Yes ☒ No
- a. If yes, what is the anticipated rate of disposal? _____ tons/month.
- b. If yes, what is the anticipated site life? _____ years.
18. Will project use herbicides or pesticides? ☐ Yes ☒ No
19. Will project routinely produce odors (more than one hour per day)? ☐ Yes ☒ No
20. Will project produce operating noise exceeding the local ambient noise levels? ☐ Yes ☒ No
21. Will project result in an increase in energy use? ☒ Yes ☐ No
If yes, indicate type(s) Electric
22. If water supply is from wells, indicate pumping capacity 5 min. gallons/minute.
23. Total anticipated water usage per day 900 gallons/day.
24. Does project involve Local, State or Federal funding? ☐ Yes ☒ No
If Yes, explain _____

25. Approvals Required:**Type****Submittal
Date**

City, Town, Village Board ☐ Yes ☒ No
 City, Town, ~~Village~~ Planning Board ☒ Yes ☐ No
 City, Town Zoning Board ☐ Yes ☒ No
 City, County Health Department ☐ Yes ☒ No
 Other Local Agencies ☐ Yes ☒ No
 Other Regional Agencies ☐ Yes ☒ No
 State Agencies ☐ Yes ☒ No
 Federal Agencies ☐ Yes ☒ No

Site Plan Approval**C. Zoning and Planning Information**1. Does proposed action involve a planning or zoning decision? ☒ Yes ☐ No

If Yes, indicate decision required:

☐ zoning amendment ☐ zoning variance ☐ special use permit ☐ subdivision ☒ site plan
☐ new/revision of master plan ☐ resource management plan ☐ other _____

2. What is the zoning classification(s) of the site? Neighborhood Commercial

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

33,000 s.f. Commercial Building4. What is the proposed zoning of the site? Neighborhood Commercial

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

33,000 s.f. Commercial Building6. Is the proposed action consistent with the recommended uses in adopted local land use plans? ☒ Yes ☐ No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

Suburban Residential, Neighborhood Commercial, Planned Industrial, Office & Light Industry8. Is the proposed action compatible with adjoining/surrounding land uses within a ¼ mile? ☒ Yes ☐ No9. If the proposed action is the subdivision of land, how many lots are proposed? N/Aa. What is the minimum lot size proposed? N/A10. Will proposed action require any authorization(s) for the formation of sewer or water districts? ☐ Yes ☒ No11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? ☒ Yes ☐ Noa. If yes, is existing capacity sufficient to handle projected demand? ☒ Yes ☐ No12. Will the proposed action result in the generation of traffic significantly above present levels? ☒ Yes ☐ Noa. If yes, is the existing road network adequate to handle the additional traffic? ☒ Yes ☐ No**D. Informational Details**

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Mr. Gerald Zimmerman Date 9/5/89Signature Gerald Zimmerman Title Project Engineer

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

Part 2-PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- In completing the form the reviewer should be guided by the question: Have my responses and determinations been reasonable? The reviewer is not expected to be an expert environmental analyst.
- Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily significant. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- The Examples provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- The number of examples per question does not indicate the importance of each question.
- In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- Answer each of the 19 questions in PART 2. Answer Yes if there will be any impact.
- Maybe answers should be considered as Yes answers.
- If answering Yes to a question then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the Yes box in column 3. A No response indicates that such a reduction is not possible. This must be explained in Part 3.

IMPACT ON LAND

- Will the proposed action result in a physical change to the project site?

☐ NO ☒ YES

Examples that would apply to column 2

- Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.
- Construction on land where the depth to the water table is less than 3 feet.
- Construction of paved parking area for 1,000 or more vehicles.
- Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.
- Construction that will continue for more than 1 year or involve more than one phase or stage.
- Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.
- Construction or expansion of a sanitary landfill.
- Construction in a designated floodway.
- Other impacts Removal of existing vegetation and regrade entire site

- Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.) ☐ NO ☐ YES

- Specific land forms: _____

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON WATER

3. Will proposed action affect any water body designated as protected?
(Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)
☒ NO ☐ YES

Examples that would apply to column 2

- Developable area of site contains a protected water body.
- Dredging more than 100 cubic yards of material from channel of a protected stream.
- Extension of utility distribution facilities through a protected water body.
- Construction in a designated freshwater or tidal wetland.
- Other impacts: _____

4. Will proposed action affect any non-protected existing or new body of water?
☒ NO ☐ YES

Examples that would apply to column 2

- A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.
- Construction of a body of water that exceeds 10 acres of surface area.
- Other impacts: _____

5. Will Proposed Action affect surface or groundwater quality or quantity?
☒ NO ☐ YES

Examples that would apply to column 2

- Proposed Action will require a discharge permit.
- Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.
- Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.
- Construction or operation causing any contamination of a water supply system.
- Proposed Action will adversely affect groundwater.
- Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.
- Proposed Action would use water in excess of 20,000 gallons per day.
- Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.
- Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.
- Proposed Action will allow residential uses in areas without water and/or sewer services.
- Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.
- Other impacts: _____

6. Will proposed action alter drainage flow or patterns, or surface water runoff?
☒ NO ☐ YES

Examples that would apply to column 2

- Proposed Action would change flood water flows.

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No

- [illegible]

- Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.
- Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.
- Project components that will result in the elimination or significant screening of scenic views known to be important to the area.
- Other impacts: _____

- Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.
- Any impact to an archaeological site or fossil bed located within the project site.
- Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.
- Other impacts: _____

- The permanent foreclosure of a future recreational opportunity.
- A major reduction of an open space important to the community.
- Other impacts: _____

IMPACT ON TRANSPORTATION

14. Will there be an effect to existing transportation systems?

☐ NO ☒ YES

Examples that would apply to column 2

- Alteration of present patterns of movement of people and/or goods.
- Proposed Action will result in major traffic problems.
- Other impacts: Increased traffic flow on existing local roads

IMPACT ON ENERGY

15. Will proposed action affect the community's sources of fuel or energy supply? ☒ NO ☐ YES

Examples that would apply to column 2

- Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.
- Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.
- Other impacts: _____

NOISE AND ODOR IMPACTS

16. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action? ☒ NO ☐ YES

Examples that would apply to column 2

- **Blasting within 1,500 feet of a hospital, school or other sensitive facility.**
- **Odors will occur routinely (more than one hour per day).**
- **Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.**
- **Proposed Action will remove natural barriers that would act as a noise screen.**
- **Other impacts:** _____

IMPACT ON PUBLIC HEALTH

17. Will Proposed Action affect public health and safety?

☒ NO ☐ YES

Examples that would apply to column 2

- Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.
- Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)
- Storage facilities for one million or more gallons of liquified natural gas or other flammable liquids.
- Proposed action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.
- Other impacts: _____

[illegible]

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

18. Will proposed action affect the character of the existing community?

☒ NO ☐ YES

Examples that would apply to column 2

- The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.
- The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.
- Proposed action will conflict with officially adopted plans or goals.
- Proposed action will cause a change in the density of land use.
- Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.
- Development will create a demand for additional community services (e.g. schools, police and fire, etc.)
- Proposed Action will set an important precedent for future projects.
- Proposed Action will create or eliminate employment.
- Other impacts: _____

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

19. Is there, or is there likely to be, public controversy related to potential adverse environmental impacts?

☐ NO ☒ YES

NOT KNOWN AT THIS TIME

**If Any Action in Part 2 Is Identified as a Potential Large Impact or
If You Cannot Determine the Magnitude of Impact, Proceed to Part 3**

Part 3—EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is important.

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanently lost resources of value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact.

(Continue on attachments)

ENVIRONMENTAL ASSESSMENT FORM

PART 3--EVALUATION OF THE IMPORTANCE OF IMPACTS

NAME OF ACTION: Site Plan for Victoria Center

LOCATION OF ACTION: Riley Road & Moores Hill Road
Town of New Windsor
Orange County, New York

Part 2 Item 19. Is there, or is there likely to be, public controversy related to potential adverse environmental impacts?

This project site is located on a parcel which is zoned Neighborhood Comercial and the proposed development of this parcel is in conformity with the applicable zoning. However; this site is bounded on the south and east by parcels which are zoned Suburban Residential and currently have existing homes on them. Due to the close proximity of these existing residences we do anticipate some resistance from the owners of these adjoining parcels. In order to minimize the visual impact on these adjoining parcels the developer has agreed to provide vegetative screening at various locations around this project site.

PROXY STATEMENT

for submittal to the

TOWN OF NEW WINDSOR PLANNING BOARD

Philip and Felicia Raiani, deposes and says that he
resides at 1740 King Street, Scotch Plain, New Jersey 07023
(Owner's Address)

in the County of Somerset

and State of New Jersey

and that he is the owner in fee of Section 32 - Block 2 - Lot 29

Town of New Windsor

which is the premises described in the foregoing application and
that he has authorized Zimmerman Engineering & Surveying, P.C.
to make the foregoing application as described therein.

Date: 5/17/89

Philip Raiani
(Owner's Signature)
Agent for Applicant

[Signature]
(Witness' Signature)

TOWN OF NEW WINDSOR PLANNING BOARD
SITE PLAN CHECKLIST

ITEM

- | | |
|---|--|
| 1. <input checked="" type="checkbox"/> Site Plan Title | 29. <input checked="" type="checkbox"/> Curbing Locations |
| 2. <input checked="" type="checkbox"/> Applicant's Name(s) | 30. <input type="checkbox"/> Curbing Through |
| 3. <input checked="" type="checkbox"/> Applicant's Address(es) | Section |
| 4. <input checked="" type="checkbox"/> Site Plan Preparer's Name | 31. <input type="checkbox"/> Catch Basin Locations |
| 5. <input checked="" type="checkbox"/> Site Plan Preparer's Address | 32. <input type="checkbox"/> Catch Basin Through |
| 6. <input checked="" type="checkbox"/> Drawing Date | Section |
| 7. <input checked="" type="checkbox"/> Revision Dates | 33. <input checked="" type="checkbox"/> Storm Drainage |
| | 34. <input checked="" type="checkbox"/> Refuse Storage |
| 8. <input checked="" type="checkbox"/> AREA MAP INSET | 35. <input type="checkbox"/> Other Outdoor Storage |
| 9. <input checked="" type="checkbox"/> Site Designation | 36. <input checked="" type="checkbox"/> Water Supply |
| 10. <input checked="" type="checkbox"/> Properties Within 500 Feet | 37. <input checked="" type="checkbox"/> Sanitary Disposal Sys. |
| of Site | |
| 11. <input checked="" type="checkbox"/> Property Owners (Item #10) | 38. <input type="checkbox"/> Fire Hydrants |
| 12. <input checked="" type="checkbox"/> PLOT PLAN | 39. <input checked="" type="checkbox"/> Building Locations |
| 13. <input checked="" type="checkbox"/> Scale (1" = 50' or lesser) | 40. <input checked="" type="checkbox"/> Building Setbacks |
| 14. <input checked="" type="checkbox"/> Metes and Bounds | 41. <input type="checkbox"/> Front Building |
| 15. <input checked="" type="checkbox"/> Zoning Designation | Elevations |
| 16. <input checked="" type="checkbox"/> North Arrow | 42. <input checked="" type="checkbox"/> Divisions of Occupancy |
| 17. <input checked="" type="checkbox"/> Abutting Property Owners | 43. <input type="checkbox"/> Sign Details |
| 18. <input checked="" type="checkbox"/> Existing Building Locations | 44. <input checked="" type="checkbox"/> BULK TABLE INSET |
| 19. <input checked="" type="checkbox"/> Existing Paved Areas | 45. <input checked="" type="checkbox"/> Property Area (Nearest |
| 20. <input type="checkbox"/> Existing Vegetation | 100 sq. ft.) |
| 21. <input type="checkbox"/> Existing Access & Egress | 46. <input type="checkbox"/> Building Coverage (sq. |
| | ft.) |
| <u>PROPOSED IMPROVEMENTS</u> | 47. <input type="checkbox"/> Building Coverage (% |
| 22. <input type="checkbox"/> Landscaping | of Total Area) |
| 23. <input type="checkbox"/> Exterior Lighting | 48. <input type="checkbox"/> Pavement Coverage (Sq. |
| 24. <input type="checkbox"/> Screening | Ft.) |
| 25. <input checked="" type="checkbox"/> Access & Egress | 49. <input type="checkbox"/> Pavement Coverage (% |
| 26. <input checked="" type="checkbox"/> Parking Areas | of Total Area) |
| 27. <input checked="" type="checkbox"/> Loading Areas | 50. <input type="checkbox"/> Open Space (Sq. Ft.) |
| 28. <input type="checkbox"/> Paving Details | 51. <input type="checkbox"/> Open Space (% of Total |
| (Items 25-27) | Area) |
| | 52. <input checked="" type="checkbox"/> No. of Parking Spaces |
| | Proposed. |
| | 53. <input checked="" type="checkbox"/> No. of Parking |
| | Required. |

This list is provided as a guide only and is for the convenience of the Applicant. The Town of New Windsor Planning Board may require additional notes or revisions prior to granting approval.

PREPARER'S ACKNOWLEDGEMENT:

The Site Plan has been prepared in accordance with this checklist and the Town of New Windsor Ordinances to the best of my knowledge.

By: [Signature]
 Licensed Professional

Date: 5/17/89

SHORT ENVIRONMENTAL ASSESSMENT FORM

Appendix B Part 617

Project Title: Site Plan for Victoria Center

Location: Old Little Britain Road, Town of New Windsor, Orange County, New York

I D Number: _____

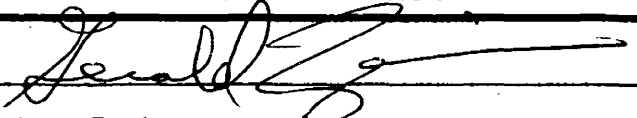
INSTRUCTIONS:

- (a) In order to answer the questions in this short EAF it is assumed that the preparer will use currently available information concerning the project and the likely impacts of the action. It is not expected that additional studies, research or other investigations will be undertaken.
- (b) If any question has been answered **Yes**, the project may have a significant effect and the full Environmental Assessment Form is necessary. **Maybe** or **Unknown** answers should be considered as **Yes** answers.
- (c) If all questions have been answered **No** it is likely that this project will not have a significant effect.
- (d) If additional space is needed to answer the questions, please use the back of the sheet or provide attachments as required.

ENVIRONMENTAL ASSESSMENT

- | | YES | NO |
|--|-------------------------------------|-------------------------------------|
| 1. Will project result in a large physical change to the project site or physically alter more than 10 acres of land? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Will there be a major change to any unique or unusual land form found on the site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Will project alter or have a large effect on an existing body of water? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Will project have an adverse impact on groundwater quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Will project significantly effect drainage flow on adjacent sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Will project affect any threatened or endangered plant or animal species? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Will project result in a major adverse effect on air quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Will project have a major effect on the visual character of the community or scenic views or vistas known to be important to the community? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Will project adversely impact any site or structure of historic, prehistoric, or paleontological importance or any site designated as a Critical Environmental Area by a local agency? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Will project have a major adverse effect on existing or future recreational opportunities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Will project result in major traffic problems or cause a major effect to existing transportation systems? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. Is project non-farm related and located within a certified agricultural district? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. Will project regularly cause objectionable odors, noise, glare, vibration, or electrical disturbance as a result of the project's operation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 14. Will project have any adverse impact on public health or safety? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 15. Will project affect the existing community by directly causing a growth in permanent population of more than 5 percent over a one-year period or have a major negative effect on the character of the community or neighborhood? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 16. Is there public controversy concerning any potential impact of the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

FOR AGENCY USE ONLY

Preparer's Signature:  Date: 5/17/89

Preparer's Title: Project Engineer

Agency: _____

ZIMMERMAN
ENGINEERING & SURVEYING, P.C.

Route 17M

Harriman, N.Y. 10926

(914) 782-7976

NOTICE OF TRANSMITTAL

W. S. appx
1) need \$1000.00
renew deposit

DATE May 18, 1989

TO Town of New Windsor Planning Board
555 Union Avenue
New Windsor, New York 12550

JOB NUMBER 89-27

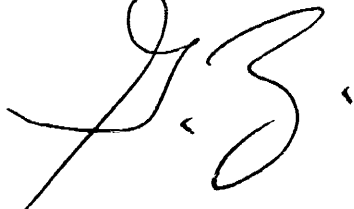
RE Site Plan for Victoria Center

**WE ARE FORWARDING
YOU THE FOLLOWING**

14 sets of Plans
Application for Site Plan
Proxy Statement
Site Plan Checklist
Short Environmental Assessment Form
Check in the amount of \$125.00 - *Returned check to Zimmerman 5/22/89.*

REMARKS For your review and next available Planning Board Agenda.

COPY TO C & R Enterprises

SIGNED 

P.B. # 89-29

782-7976
C & R ENTERPRISES
P. O. BOX 578
CENTRAL VALLEY, NY 10817

106

6/6 1989

29-1/213

PAY TO THE
ORDER OF

Tommy O'Connell, Windsor

\$1000.00

One thousand & no/100

NORSTAR BANK
OF UPSTATE NY

MEMO ENG. REVIEW FEES

00213000190 516 9903001 0106

P.B. # 89-29 Application Fee

782-7976
C & R ENTERPRISES
P. O. BOX 578
CENTRAL VALLEY, NY 10817

105

5/24 1989

Tommy O'Connell

\$25.00/100

Twenty five dollars at 50%

NORSTAR BANK
OF UPSTATE NY

Application Fee

00213000190 516 9903001 0105

PLANTING SCHEDULE			
SYMBOL	PLANT NAME	SIZE & REMARKS	QUANTITY
	WHITE PINE (PINUS STROBUS)	5 TO 6 FT., B&B 15 O.C. ALONG REAR PROP. LINE	37
	PIN OAK (QUERCUS PALUSTIS)	10 TO 12 FT., 1 3/4 TO 2 IN. B&B	8
	RED FLOWERING DOGWOOD (CORNUS RUBA)	5 TO 6 FT., B&B	8
	SARGENT JUNIPER (JUNIPERUS SARGENTI)	15 TO 18 IN., B&B	91

N/F LICARI
SECT. 32
BLK. 2
LOT 33
LIBER: 2871
PAGE: 269

N/F RAIANI
SECT. 32
BLK. 2
LOT 25
LIBER: 2131
PAGE: 1066

N/F STECKMAN
SECT. 32
BLK. 2
LOT 15
LIBER: 2225
PAGE: 602

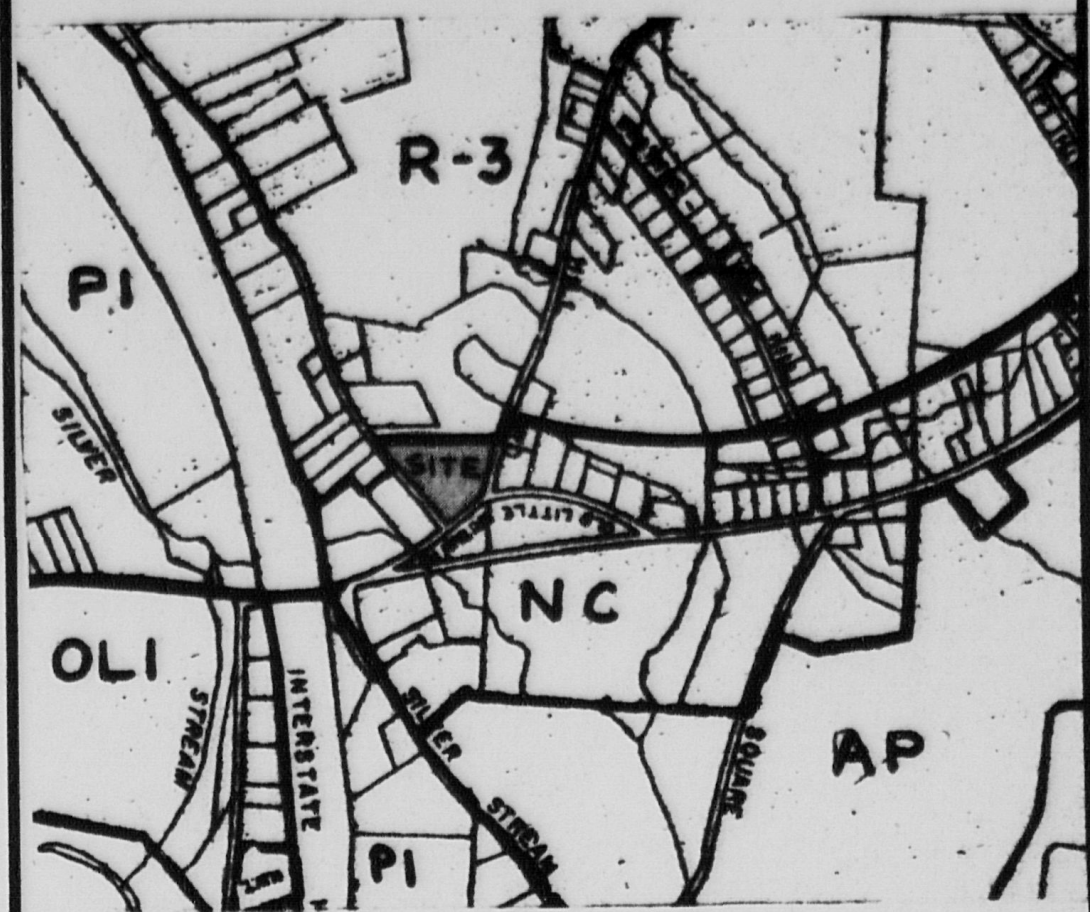
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SECT. 32
BLK. 2
LOT 32
LIBER: 2101
PAGE: 598

N/F JANNOTTI
SECT. 34
BLK. 2
LOT 14
LIBER: 1891
PAGE: 955

N/F ROWELL
SECT. 3
BLK. 1
LOT 26
LIBER: 1755
PAGE: 157

N/F MT. AIRY TRAILER COURT, INC.
SECT. 3
BLK. 1
LOT 25
LIBER: 1669
PAGE: 424

N/F SEARS
SECT. 32
BLK. 2
LOT 30
LIBER: 1316
PAGE: 435



VICINITY MAP SCALE: 1" = 1,000'

ZONING DATA

DISTRICT: NC - NEIGHBORHOOD COMMERCIAL

	REQUIRED	PROVIDED
MINIMUM LOT AREA:	10,000 S.F.	125,679 S.F.
MINIMUM LOT WIDTH:	100 FT.	410 FT.
MINIMUM FRONT YARD:	40 FT.	40 FT.
MINIMUM SIDE YARD:	15 / 35 FT.	N.A.
MINIMUM REAR YARD:	15 FT.	76 FT.
MAXIMUM BUILDING HEIGHT:	35 FT.	32 FT.
FLOOR AREA RATIO:	1	0.24
MINIMUM STREET FRONTAGE:	N.A.	977 FT.
MAXIMUM LOT COVERAGE:	N.A.	

TAX MAP No. DEED

SECTION	32	LIBER: 2131
BLOCK	2	PAGE: 1064
LOT	29	

TOTAL TRACT AREA

PROPOSED SITE:	125,678.89 S.F. = 2.8852 acres
PROP. RIGHT OF WAY:	28,294.11 S.F. = 0.6495 acres
TOTAL TRACT:	153,973.00 S.F. = 3.5347 acres

OWNER APPLICANT

PHILIP & GUOMAR RAIANI 1740 KING STREET SCOTCH PLAINS, N.J.	C & R ENTERPRISES P.O. Box 578 CENTRAL VALLEY, N.Y.
---	---

NOTES:

- 1) PROPOSED TWO STORY OFFICE & RETAIL USE BUILDING.
REST. & RETAIL AREA = 14,040 S.F. FIRST FLOOR
OFFICE AREA = 14,040 S.F. SECOND FLOOR
TOTAL AREA = 28,080 S.F.
- 2) PARKING ANALYSIS:
RETAIL = (4,040 S.F. x 80%) / (1 SPC / 150 S.F.) = 269 SPC.
OFFICE = (11,000 S.F.) / (1 SPC / 200 S.F.) = 55 SPC.
RESTAURANT (2,000 S.F.) / (1 SPC / 150 S.F.) = 13 SPC.
TOTAL PARKING SPACES REQUIRED = 153 SPACES
TOTAL PARKING SPACES PROVIDED = 153 SPACES
- 3) THE PROPOSED BUILDING IS TO BE SERVICED BY MUNICIPAL SANITARY SEWER SYSTEM AND AN ON SITE PRIVATELY OWNED DRILLED WELL. (SEE NOTE 6)
- 4) LAND AREAS NOTED AS "R.O.W." (RIGHT OF WAY) ARE TO BE IRREVOCABLY OFFERED FOR DEDICATION TO THE TOWN OF NEW WINDSOR FOR ROADWAY PURPOSES.
- 5) THE BOUNDARY SHOWN HEREON IS THE RESULT OF A FIELD SURVEY COMPLETED ON APRIL 24, 1989.
- 6) THE DEVELOPER IS AN INVOLVED PARTY IN THE CREATION OF A NEW TOWN WATER BENEFIT DISTRICT AT THIS LOCATION AND THEREBY IS PROPOSING TO CONNECT TO THE TOWN OF NEW WINDSOR CENTRAL WATER SYSTEM TO PROVIDE WATER SERVICE TO THIS BUILDING. HOWEVER, THE DEVELOPER RESERVES THE RIGHT TO SERVICE THIS BUILDING BY AN ON SITE WELL IF NEEDED. IF A WELL IS TO BE THE WATER SOURCE FOR THIS SITE, IT MUST BE REVIEWED AND APPROVED BY THE ORANGE COUNTY HEALTH DEPARTMENT. THIS SITE MUST HOOK UP TO THE CENTRAL WATER SYSTEM WHEN IT BECOMES AVAILABLE.

MAP LEGEND

- H.P. HANDICAP PARKING SPACE
- PEDESTRIAN WALKWAYS
- DUMPSTER ENCLOSURE
- VIEW POINT FOR SIGHT DISTANCE
- LUMINAIRE

SIGHT DISTANCE DATA

LOCATION	RIGHT	LEFT
1	330 FT.	460 FT.
2	410 FT.	350 FT.
3	450 FT.	300 FT.

NOTE:
1) THE SIGHT DISTANCE TO THE LEFT FROM LOCATION #3 IS LIMITED ALONG MOORES HILL ROAD DUE TO EXISTING VEGETATION ON PROJECT SITE

TOWN APPROVAL BOX
APPROVED BY THE
BUREAU OF FIRE PREVENTION
TOWN OF NEW WINDSOR, N. Y.

DATE: 8/15/89 SIGNATURE: [Signature]



REVISIONS:
4 - 16 - 90 (NOTES)
1 - 16 - 91

SHEET NO. 1 OF 5
SCALE: 1" = 30'
DATE: AUGUST 15, 1989
JOB NO. 89-27 DRAWN BY: M.M.M.

SITE PLAN FOR
VICTORIA CENTER
TOWN OF NEW WINDSOR
ORANGE COUNTY NEW YORK

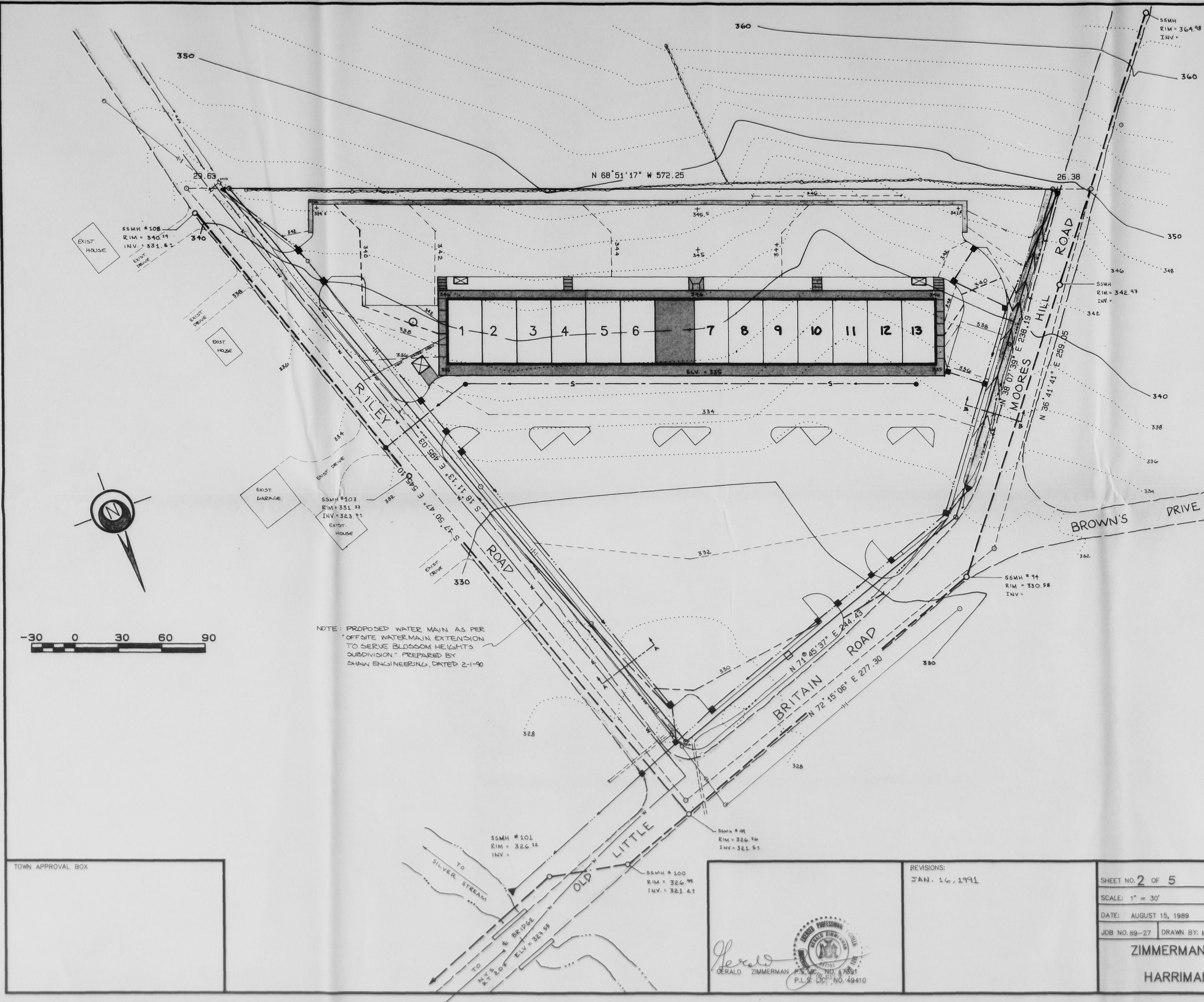
ZIMMERMAN ENGINEERING & SURVEYING, P.C.
ROUTE 17M
HARRIMAN, NEW YORK 10926
PHONE: (914) 782-7976



U.S.G.S. MAP SCALE: 1" = 1,000'

- MAP LEGEND**
- EXISTING STONE WALL
 - EXISTING 10' CONTOUR LINES
 - EXISTING 2' CONTOUR LINES
 - UTILITY POLE WITH OVERHEAD WIRES
 - EXISTING DITCH LINE
 - EXISTING SANITARY SEWER MAIN
 - EXISTING STORM DRAINAGE
 - PROPOSED 10' CONTOUR LINES
 - PROPOSED 2' CONTOUR LINES
 - PROPOSED SANITARY SEWER SERVICE
 - PROPOSED DRAINAGE W/ CATCH BASIN
 - PROPOSED DRAINAGE W/ FLARED END
 - PROPOSED WELL
 - PROPOSED RETAINING WALL
 - PROPOSED DUMPSTER ENCLOSURE
 - PEDESTRIAN WALKWAYS
 - PROPOSED RIP-RAP SWALE
 - PROPOSED WATER MAIN

- NOTES:**
- 1) BOUNDARY AND TOPOGRAPHY SHOWN HEREON ARE THE RESULT OF AN ACTUAL FIELD SURVEY, COMPLETED ON APRIL 24, 1989. ELEVATIONS SHOWN ARE BASED ON U.S.G.S DATUM.
 - 2) SEE SHEET 3 FOR CROSS SECTIONS "A-A" & "B-B".
 - 3) SEE SHEET 5 FOR DRAINAGE SYSTEM DETAILS.



TOWN APPROVAL BOX

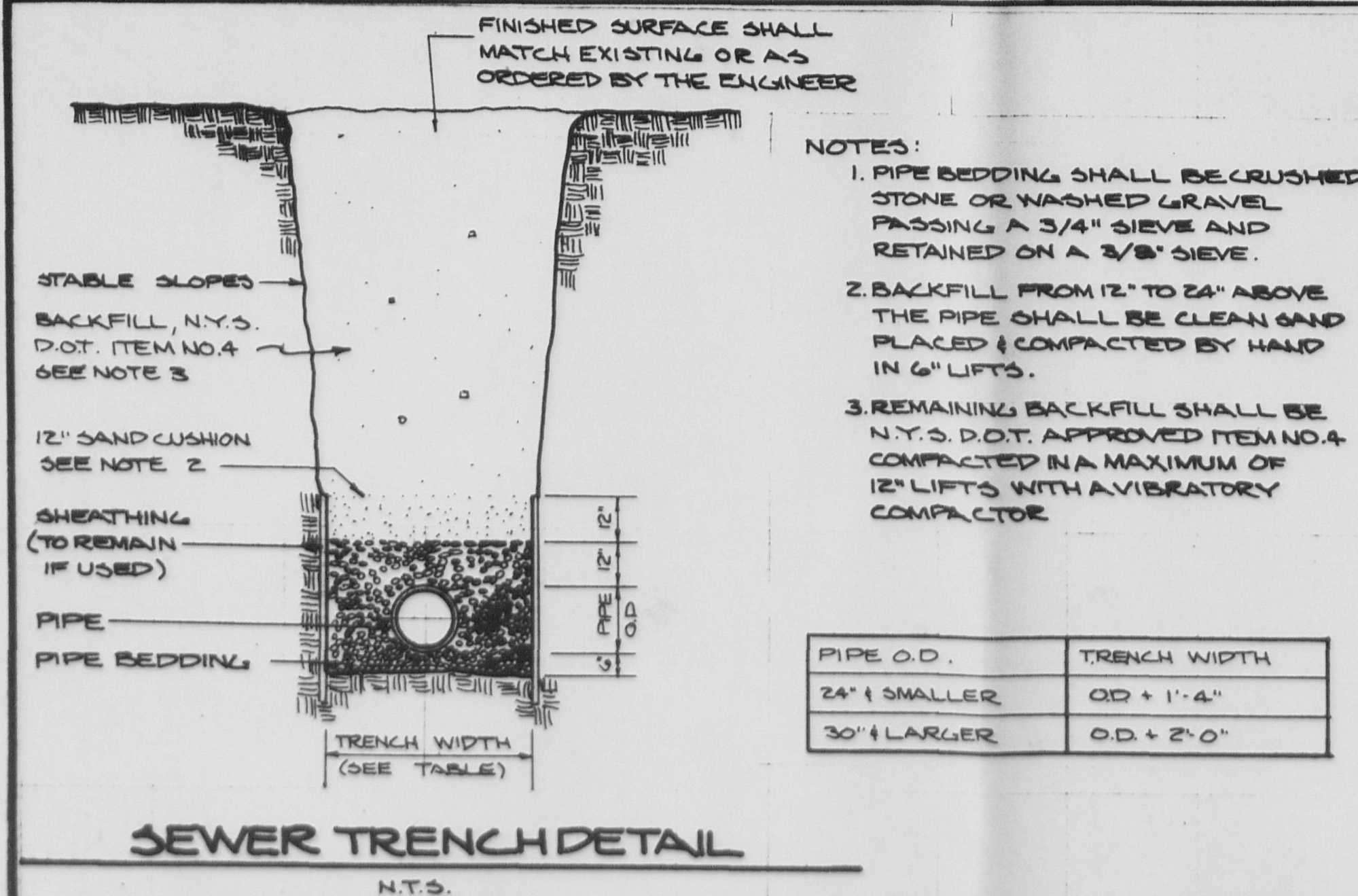
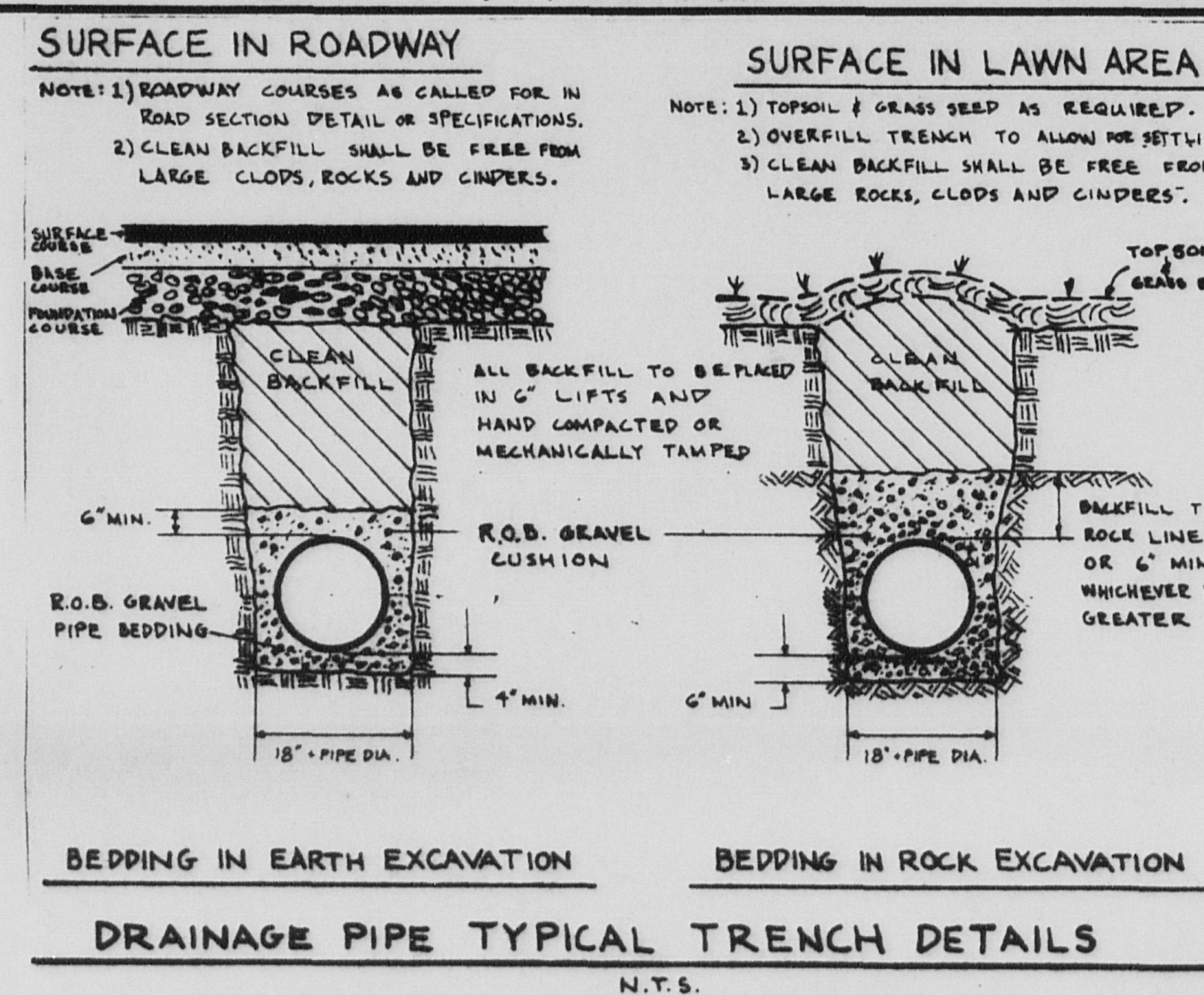
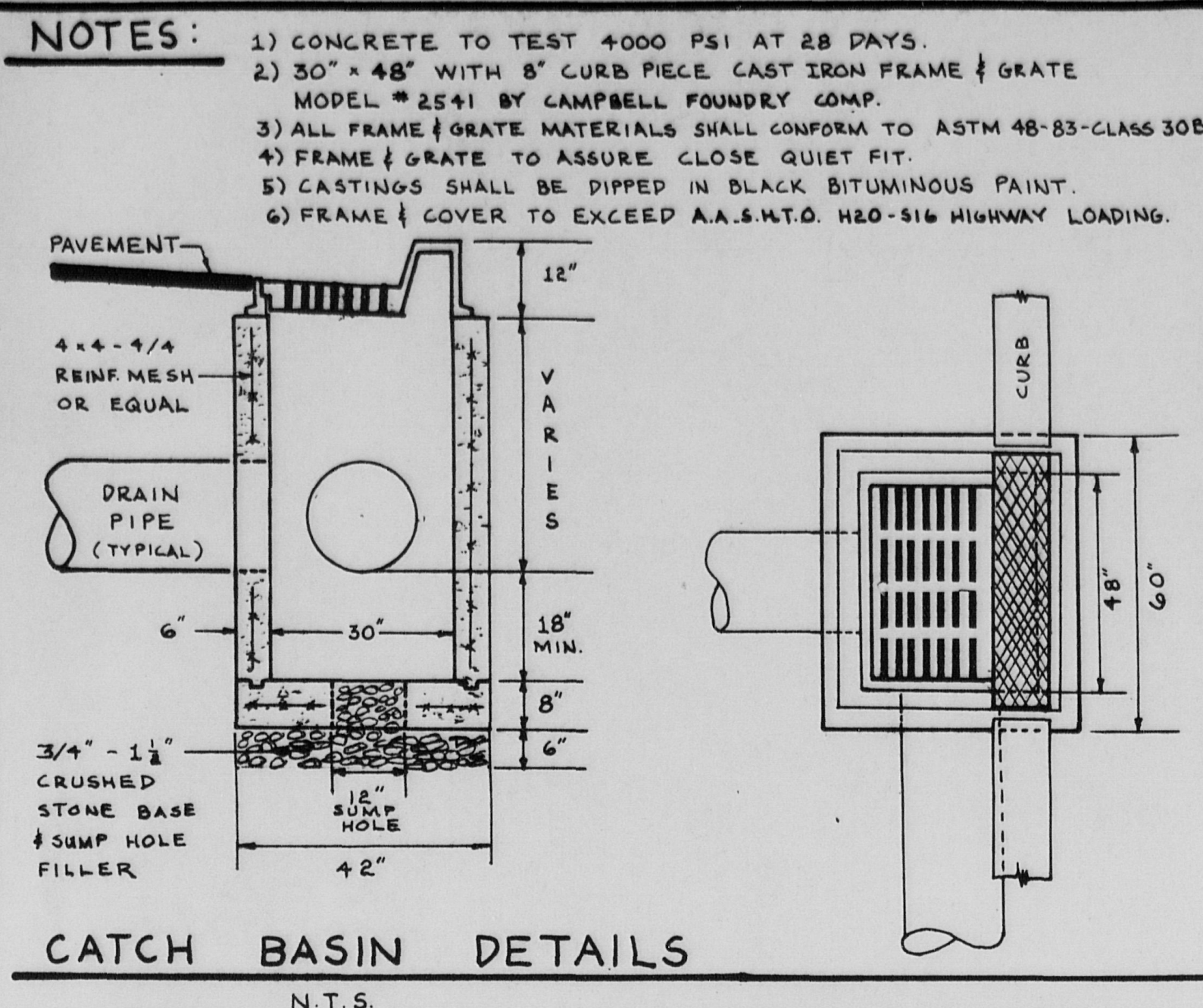
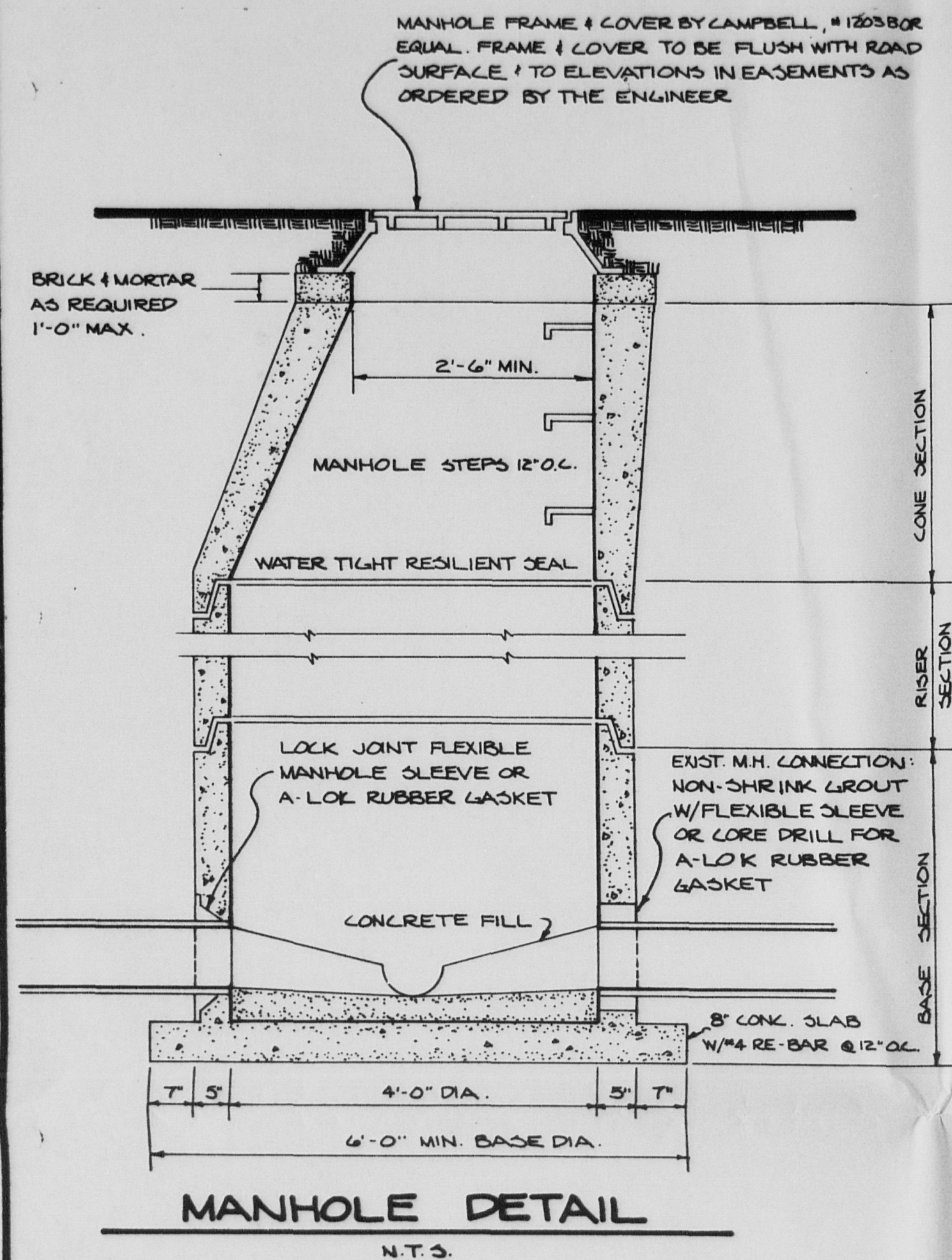
REVISIONS:
JAN. 16, 1991

GERALD ZIMMERMAN P.E., M.C.S. 67391
P.L.S. Lic. NO. 49410

SHEET NO. 2 OF 5
SCALE: 1" = 30'
DATE: AUGUST 15, 1989
JOB NO. 89-27 DRAWN BY: M.M.M.

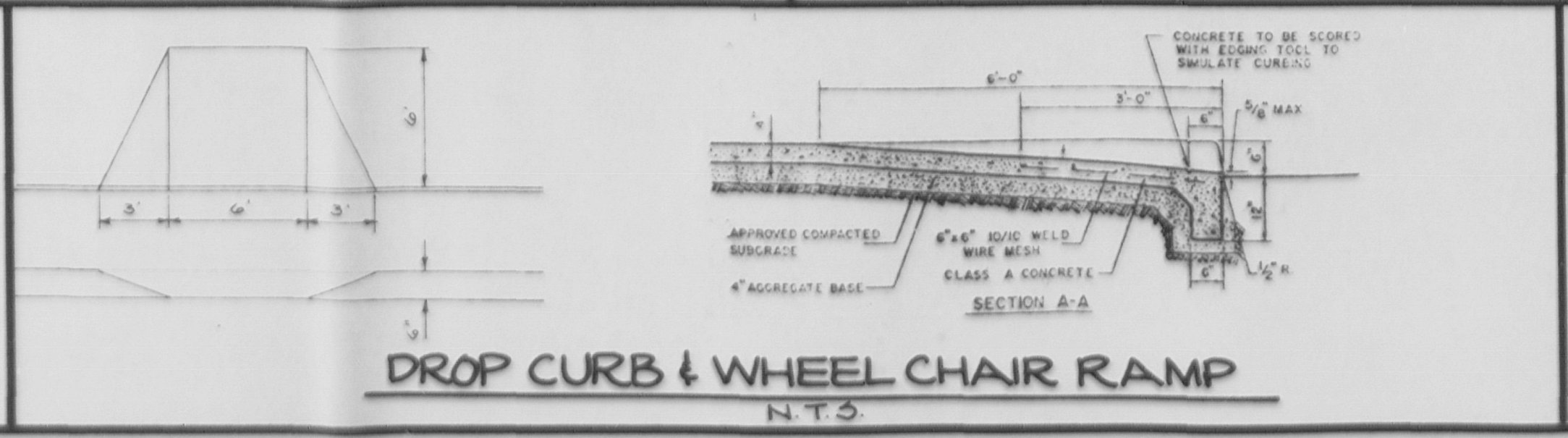
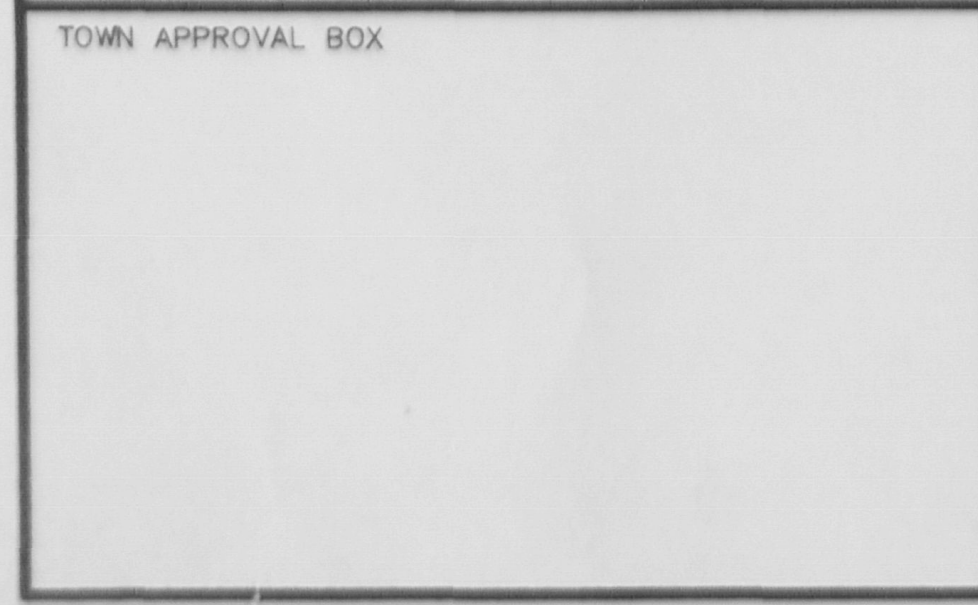
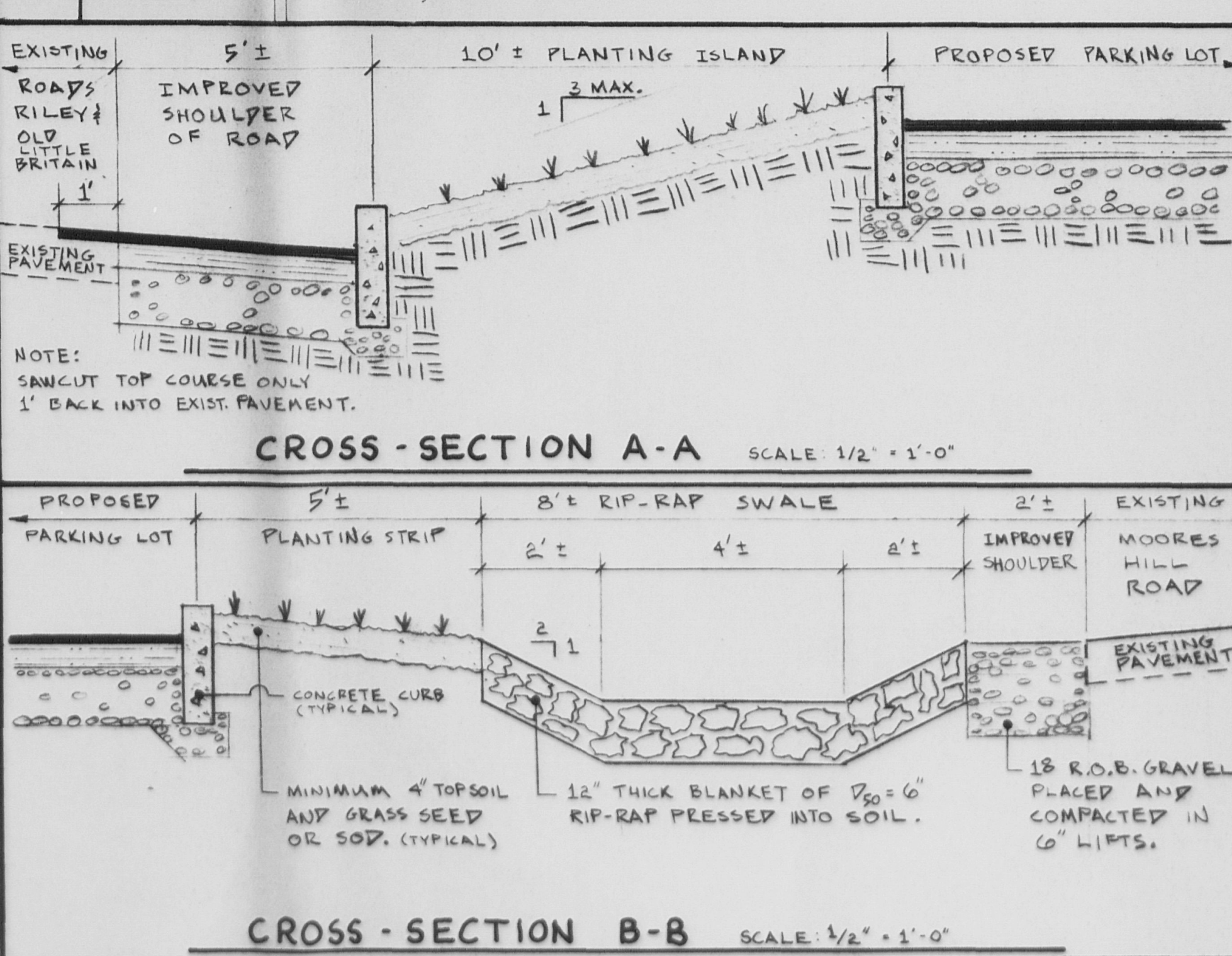
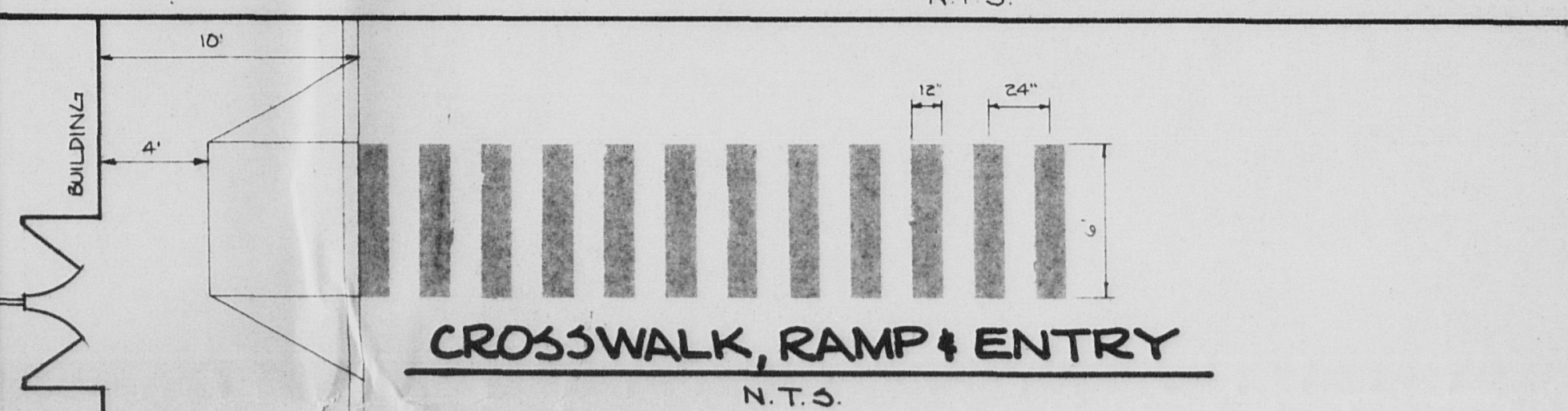
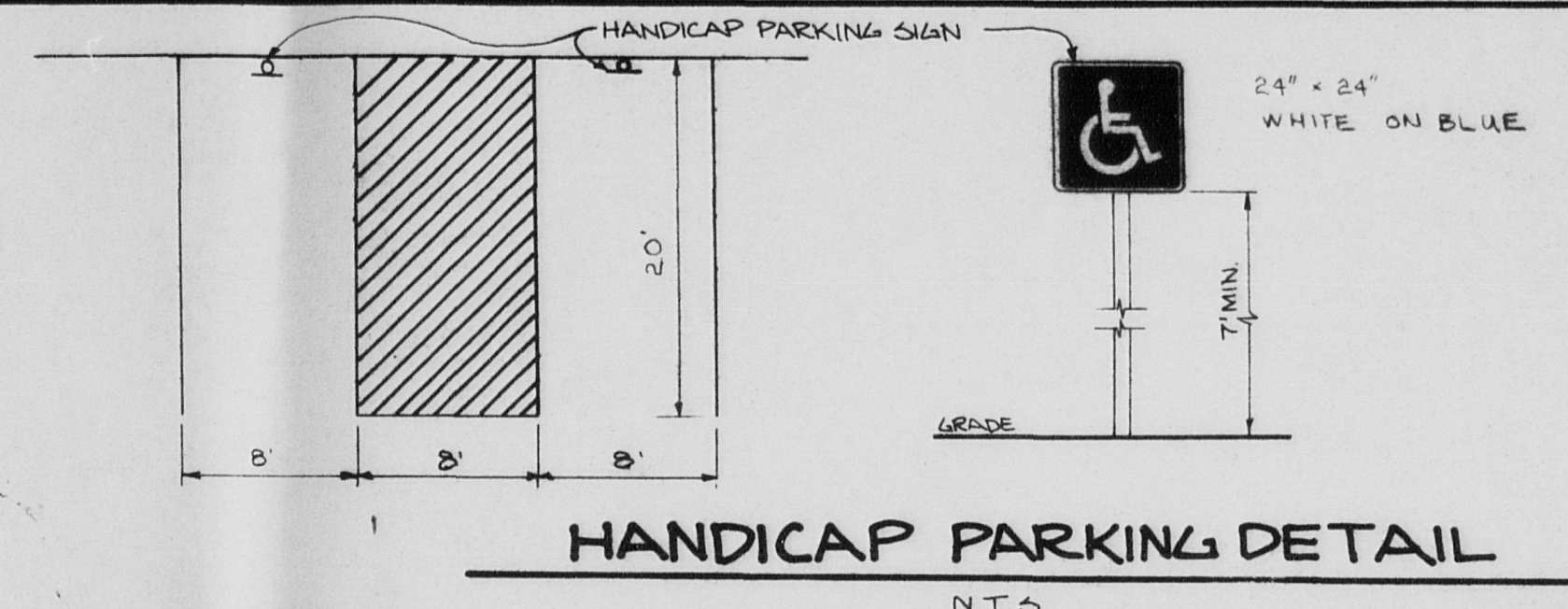
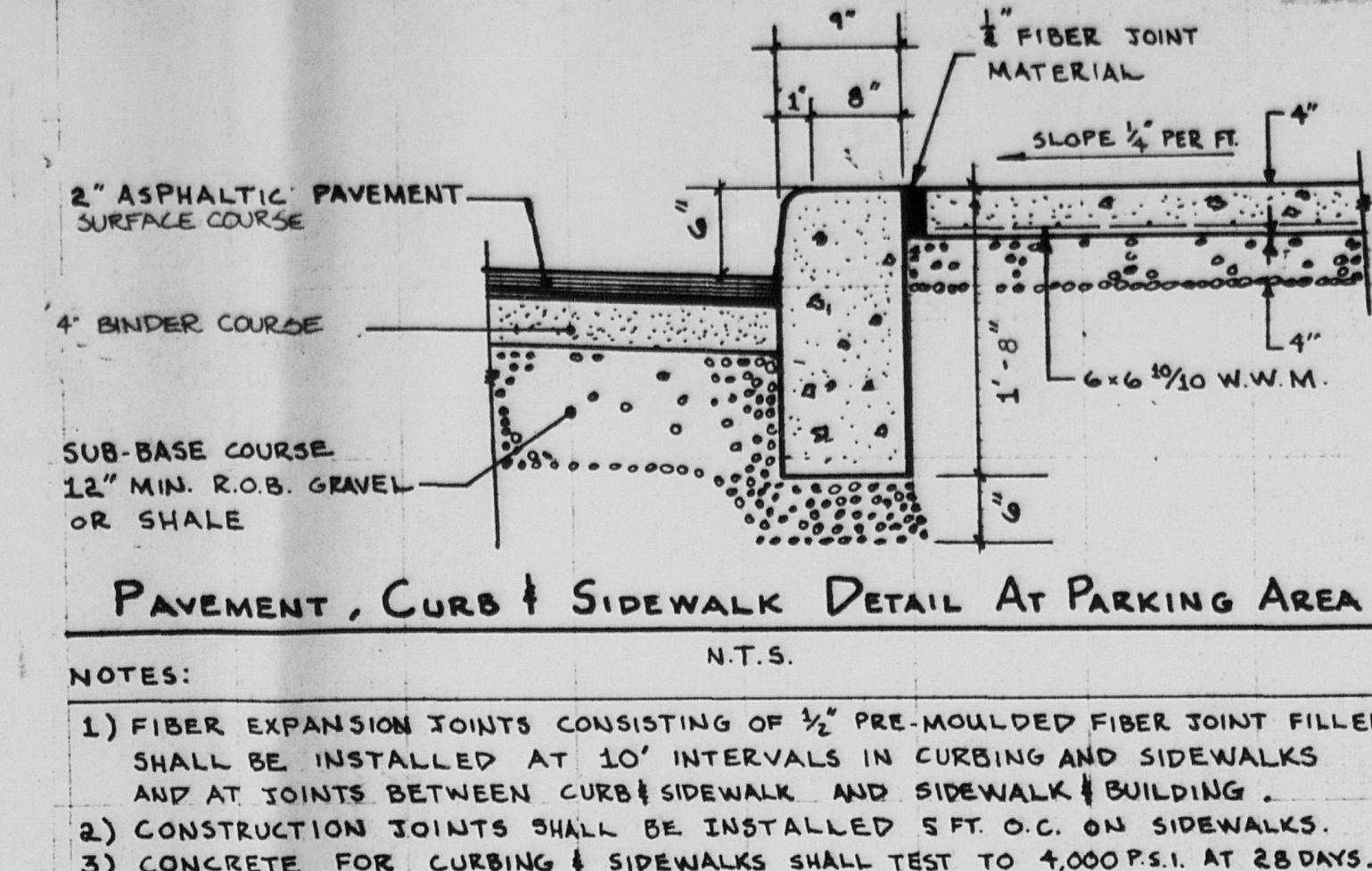
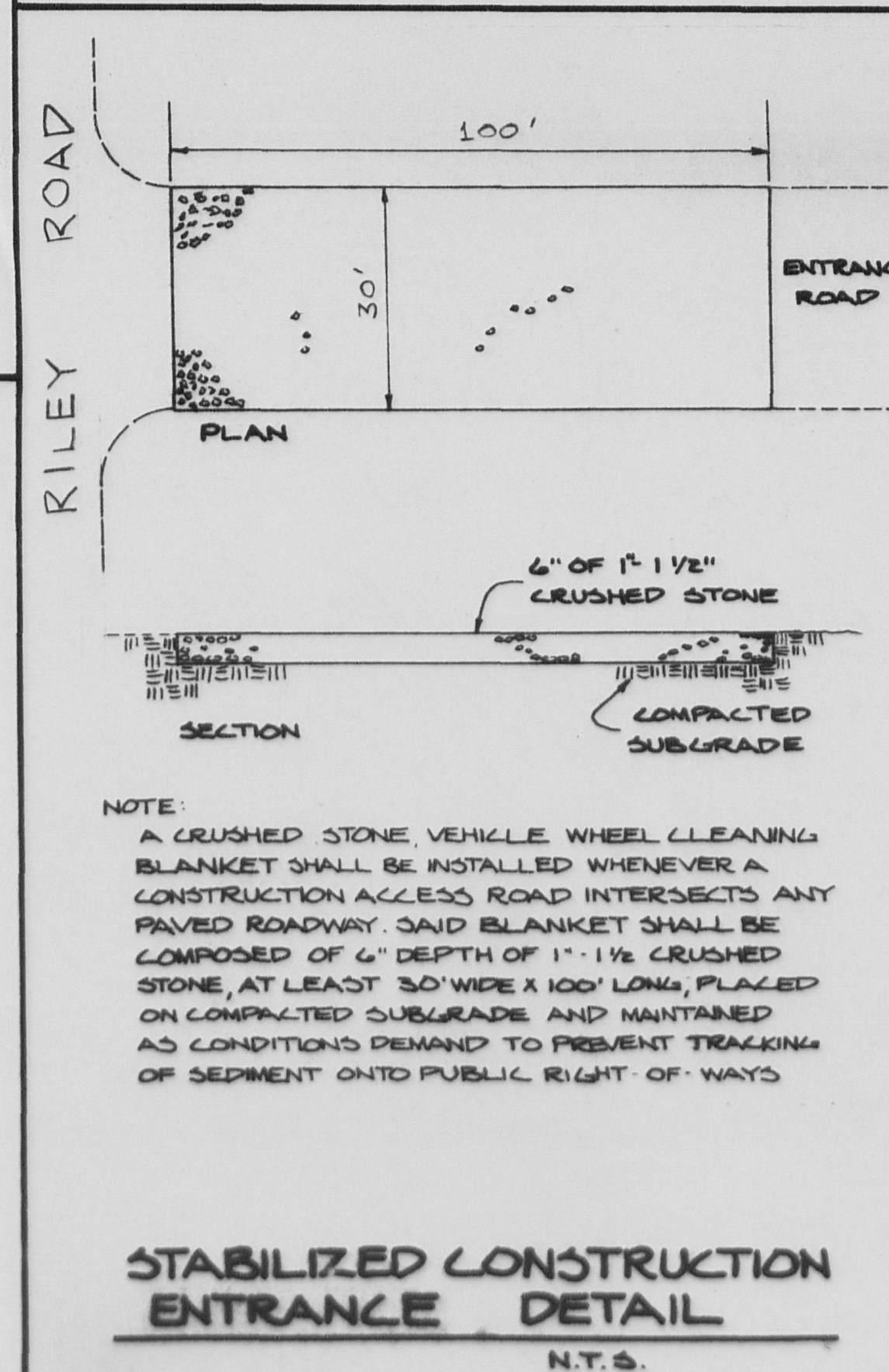
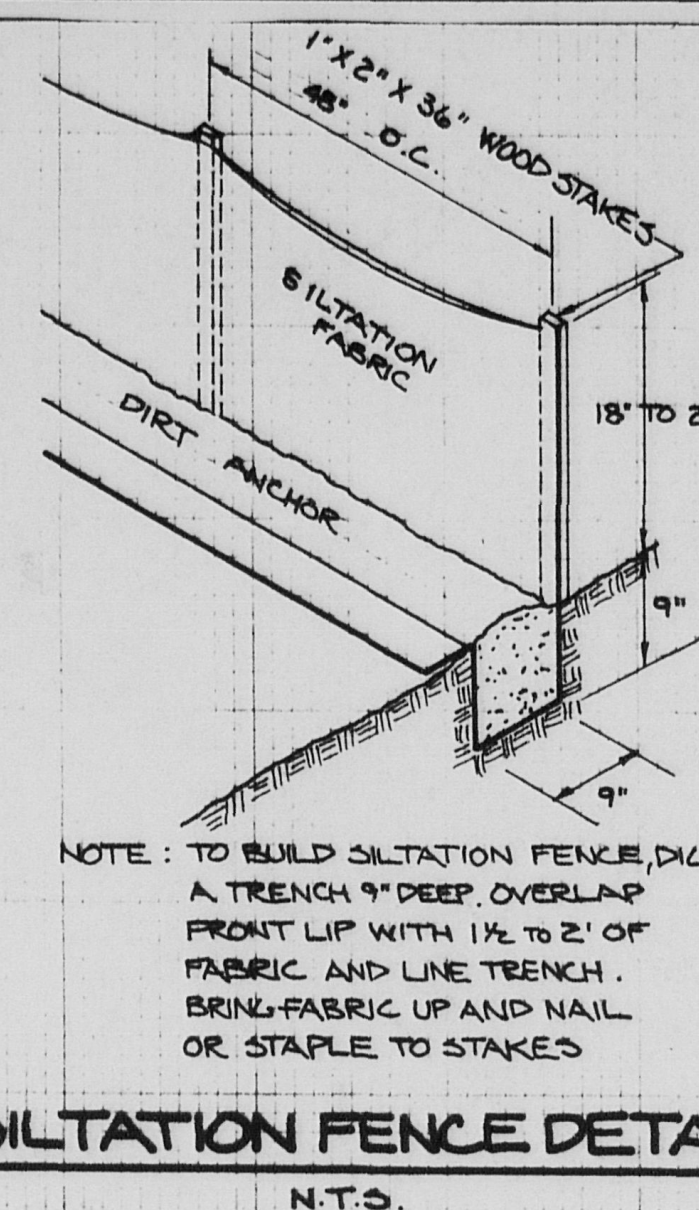
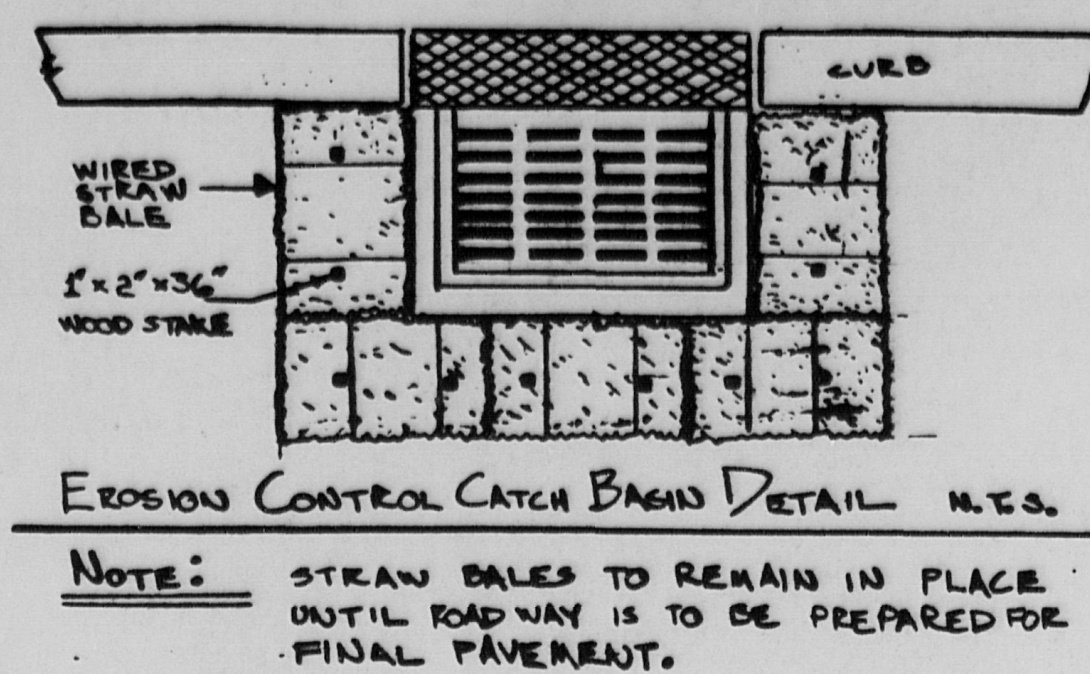
GRADING & UTILITIES PLAN FOR VICTORIA CENTER
TOWN OF NEW WINDSOR
ORANGE COUNTY NEW YORK

ZIMMERMAN ENGINEERING & SURVEYING, P.C.
ROUTE 17M
HARRIMAN, NEW YORK 10926 PHONE: (914) 782-7976



LAND GRADING AND EROSION CONTROL MEASURES

- Land to be cut or filled will be cleared of those trees which cannot be saved.
- Fill material will be free of all decomposable material.
- Once the rough grading is completed, a temporary cover consisting of rye grass would be seeded at a rate of 1 lb. per 1000 sq. ft. of area.
- No cut or fill slope shall exceed 2:1 unless retaining walls are being installed. We recommend that all disturbed areas not being worked on within 30 days be temporarily seeded to rye grass at a rate of 1 lb. per 1000 sq. ft. of area.
- Siltation fencing will be used to protect the stream and neighboring properties from siltation.
- We recommend that all sediment basins or traps be cleared when they become 50% full of sediment.
- Silt that leaves the site in spite of the precautions taken shall be collected and removed as directed by appropriate municipal authorities.
- At the completion of the project, all temporary siltation devices shall be removed and the affected areas regraded, planted, or treated in accordance with the approved site plans.



REVISIONS:
JAN. 16, 1991

GERALD ZIMMERMAN P.E. NO. 47391

SHEET NO. 3 OF 5

SCALE: AS NOTED

DATE: AUGUST 15, 1989

JOB NO. 89-27 DRAWN BY: M.M.M.

DETAILS SHEET FOR VICTORIA CENTER

TOWN OF NEW WINDSOR

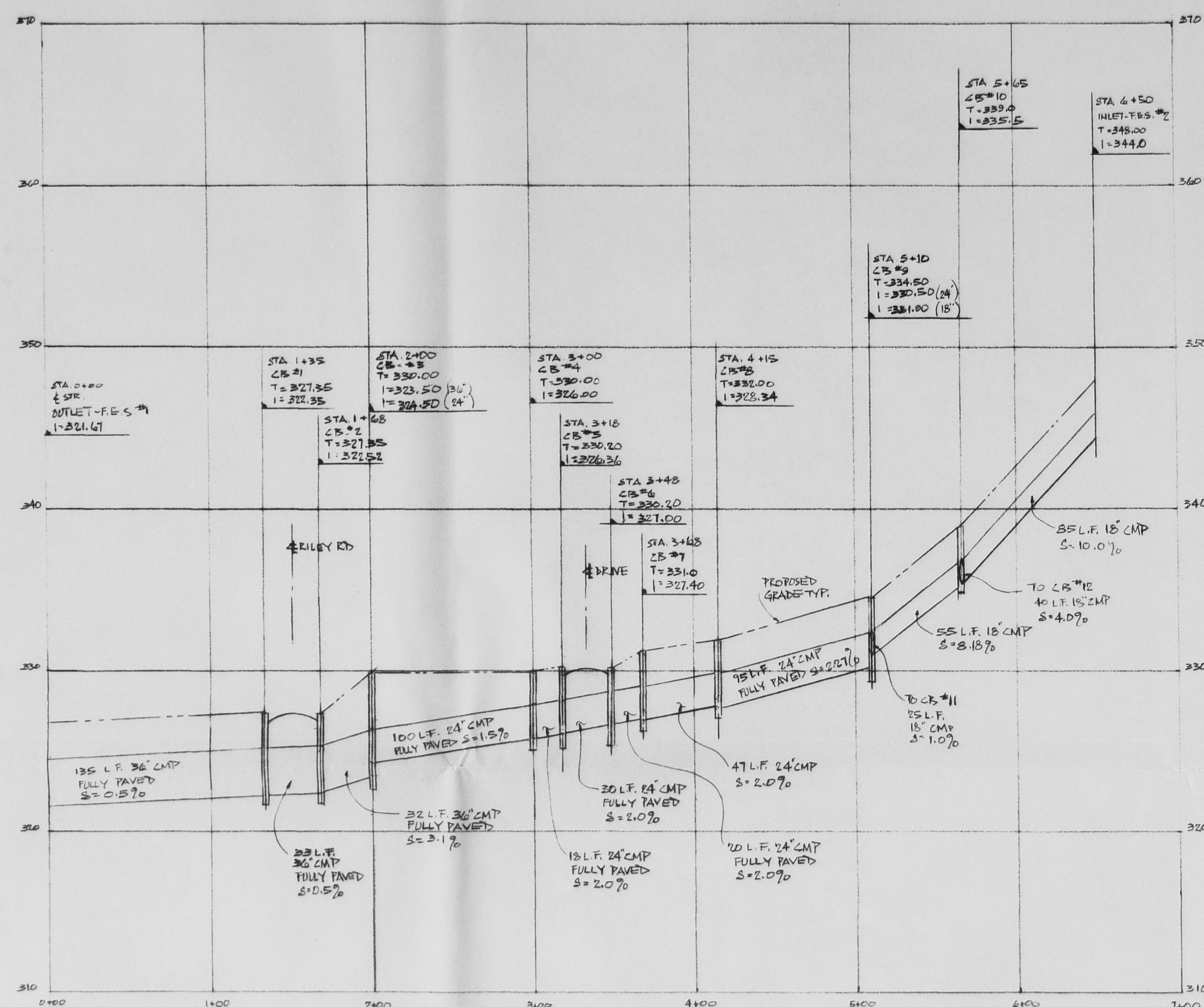
ORANGE COUNTY NEW YORK

ZIMMERMAN ENGINEERING & SURVEYING, P.C.

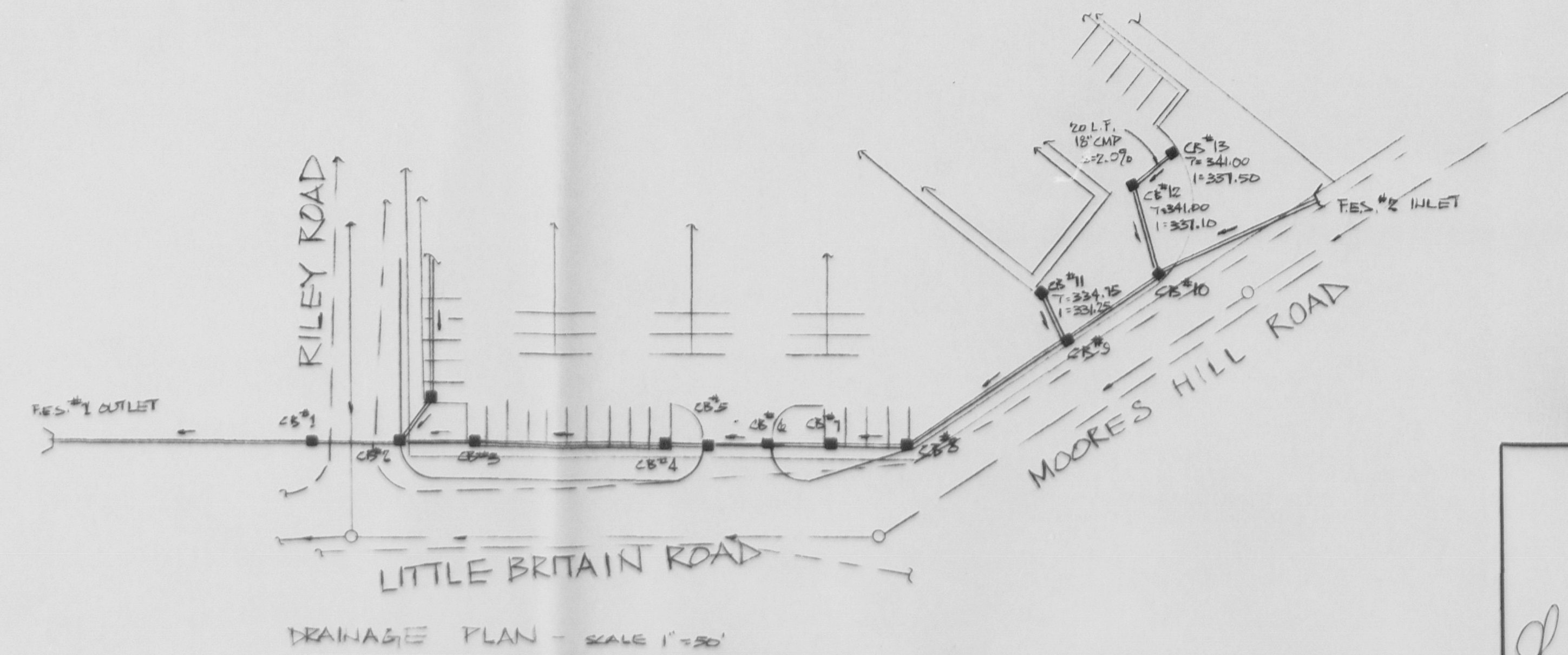
ROUTE 17M

HARRIMAN, NEW YORK 10926

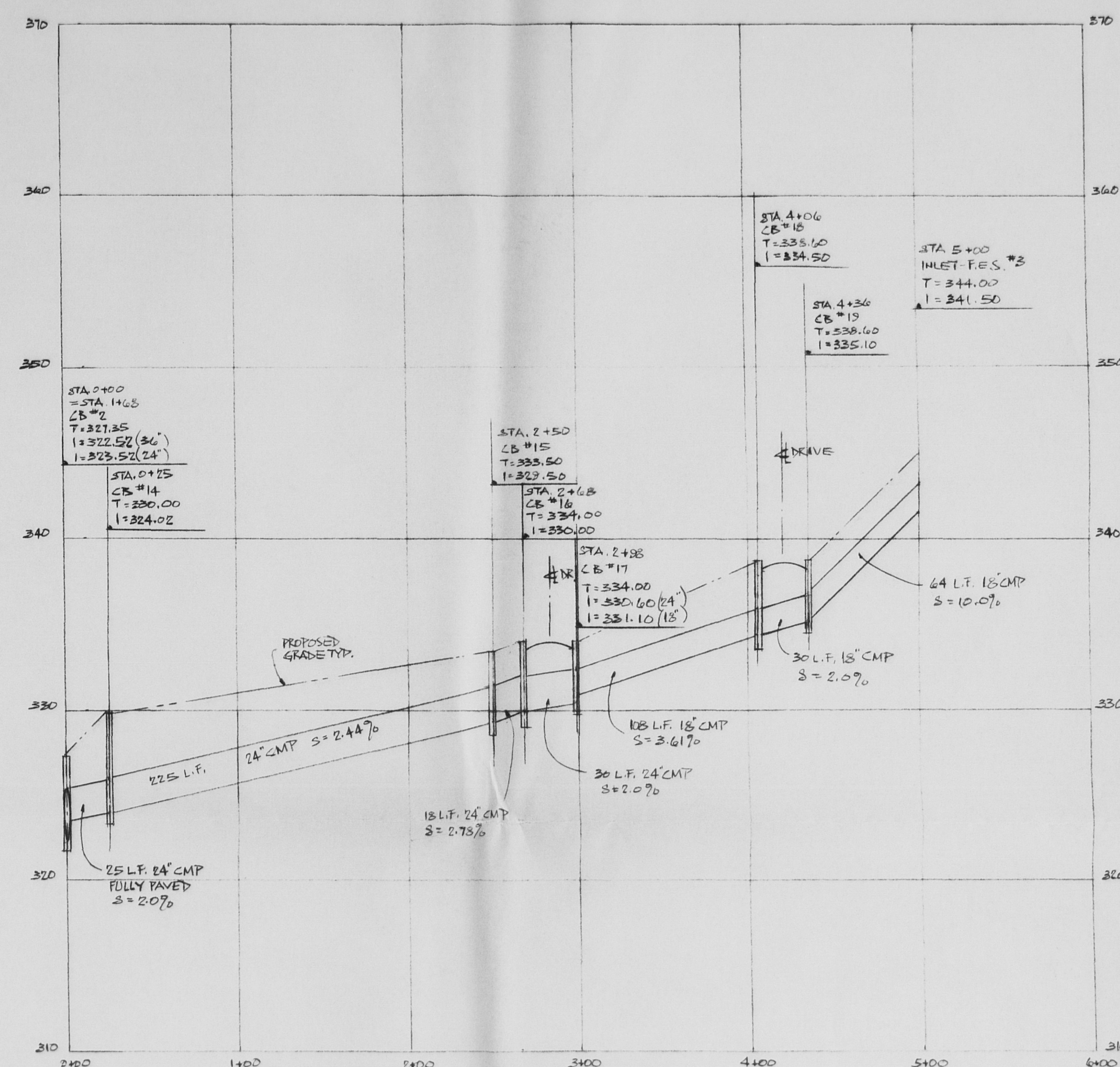
PHONE: (914) 782-7976



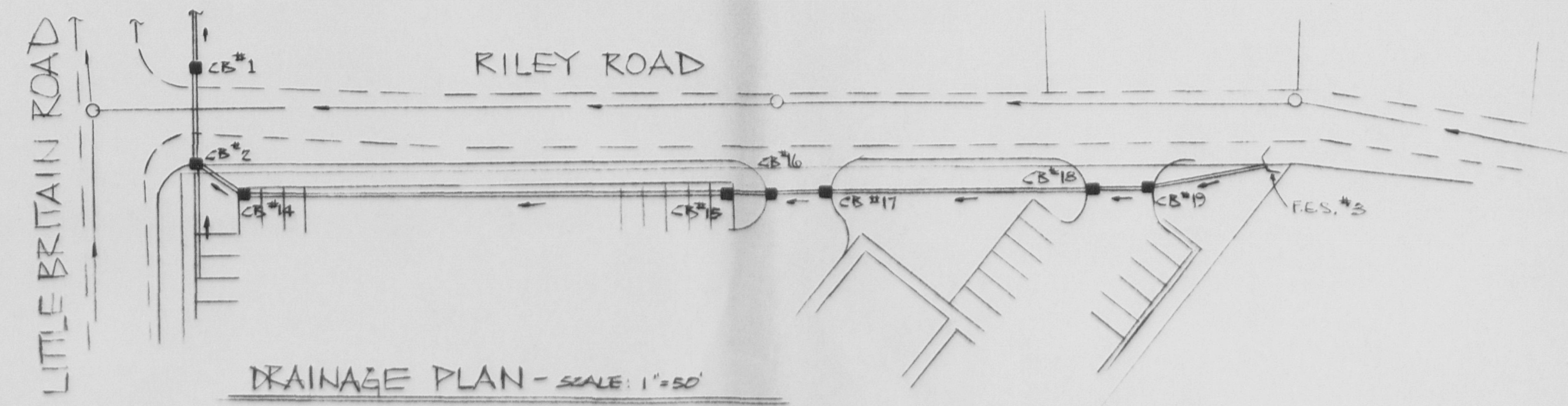
DRAINAGE PROFILE - (OLD LITTLE BRITAIN ROAD & MOORES HILL ROAD)
SCALE: H. 1"=50', V. 1"=5'



DRAINAGE PLAN - SCALE 1"=50'



DRAINAGE PROFILE - (RILEY ROAD)
SCALE: H. 1"=50', V. 1"=5'



DRAINAGE PLAN - SCALE: 1"=50'

	REVISIONS:	SHEET NO 5 OF 5	DRAINAGE PLAN & PROFILE PREPARED FOR THE	
			SCALE: H. 1"=50', V. 1"=5' (AS NOTED)	VICTORIA CENTER SITE DEV.
			DATE: JAN. 4, 1991	TOWN OF NEW WINDSOR
			JOB NO 89-27	ORANGE COUNTY, NEW YORK
			DRAWN BY: J.L.	ZIMMERMAN ENGINEERING & SURVEYING, P.C.
		ROUTE 17M		
		HARRIMAN, NEW YORK 10926		
		PHONE: (914) 782-7976		

PLANTING SCHEDULE			
SYMBOL	PLANT NAME	SIZE & REMARKS	QUANTITY
	WHITE PINE (PINUS STROBUS)	5 TO 6 FT., B&B 15 O.C. ALONG REAR PROP. LINE	37
	PIN OAK (QUERCUS PALUSTIS)	10 TO 12 FT., 1 3/4 TO 2 IN. B&B	8
	RED FLOWERING DOGWOOD (CORNUS RUBA)	5 TO 6 FT., B&B	8
	SARGENT JUNIPER (JUNIPERUS SARGENTI)	15 TO 18 IN., B&B	91

N/F RAIANI
SECT. 32
BLK. 2
LOT 25
LIBER: 2131
PAGE: 1066

N/F STECKMAN
SECT. 32
BLK. 2
LOT 15
LIBER: 2225
PAGE: 602

N/F LICARI
SECT. 32
BLK. 2
LOT 33
LIBER: 2871
PAGE: 269

N/F NUGENT
SECT. 32
BLK. 2
LOT 32
LIBER: 2101
PAGE: 598

N/F JANNOTTI
SECT. 34
BLK. 2
LOT 14
LIBER: 1891
PAGE: 955

N/F ROWELL
SECT. 3
BLK. 1
LOT 26
LIBER: 1755
PAGE: 157

N/F MT. AIRY TRAILER COURT, INC.
SECT. 3
BLK. 1
LOT 25
LIBER: 1669
PAGE: 424

N/F SEARS
SECT. 32
BLK. 2
LOT 30
LIBER: 1316
PAGE: 435

PROPOSED TREES FOR THE
PURPOSE OF SCREENING
EXISTING HOMES FROM
VEHICLE LIGHTS TO BE
INSTALLED AT THE
PROPERTY OWNER'S CONSENT

-30 0 30 60 90

MAP LEGEND

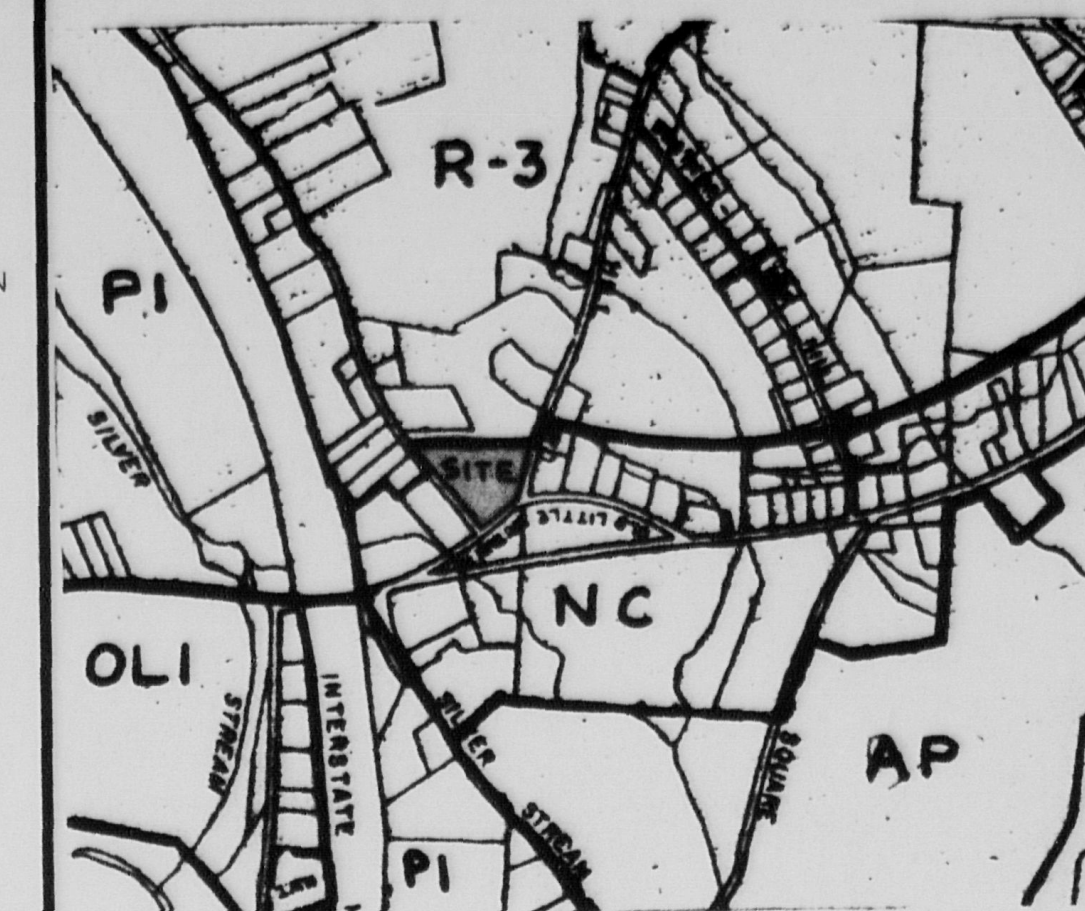
- H.P. HANDICAP PARKING SPACE
- PEDESTRIAN WALKWAYS
- DUMPSTER ENCLOSURE
- VIEW POINT FOR SIGHT DISTANCE
- LUMINAIRE

SIGHT DISTANCE DATA

LOCATION	RIGHT	LEFT
1	330 FT.	460 FT.
2	410 FT.	350 FT.
3	450 FT.	300 FT.

NOTE:
1) THE SIGHT DISTANCE TO THE LEFT FROM LOCATION
#3 IS LIMITED ALONG MOORES HILL ROAD DUE
EXISTING VEGETATION ON PROJECT SITE

TOWN APPROVAL BOX



VICINITY MAP SCALE: 1" = 1,000'

ZONING DATA

DISTRICT: NC - NEIGHBORHOOD COMMERCIAL

	REQUIRED	PROVIDED
MINIMUM LOT AREA:	10,000 S.F.	125,679 S.F.
MINIMUM LOT WIDTH:	100 FT.	410 FT.
MINIMUM FRONT YARD:	40 FT.	40 FT.
MINIMUM SIDE YARD:	15 / 35 FT.	N.A.
MINIMUM REAR YARD:	15 FT.	76 FT.
MAXIMUM BUILDING HEIGHT:	35 FT.	32 FT.
FLOOR AREA RATIO:	1	0.24
MINIMUM STREET FRONTAGE:	N.A.	977 FT.
MAXIMUM LOT COVERAGE:	N.A.	

TAX MAP No. DEED

SECTION 32	LIBER: 2131
BLOCK 2	PAGE: 1064
LOT 29	

TOTAL TRACT AREA

PROPOSED SITE:	125,678.89 S.F. = 2.8852 acres
PROP. RIGHT OF WAY:	28,294.11 S.F. = 0.6495 acres
TOTAL TRACT:	153,973.00 S.F. = 3.5347 acres

OWNER APPLICANT

PHILIP & GUIOMAR RAIANI 1740 KING STREET SCOTCH PLAINS, N.J.	C & R ENTERPRISES P.O. Box 578 CENTRAL VALLEY, N.Y.
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NOTES:

- 1) PROPOSED TWO STORY OFFICE & RETAIL USE BUILDING.
REST. & RETAIL AREA = 14,040 S.F. FIRST FLOOR
OFFICE AREA = 14,040 S.F. SECOND FLOOR
TOTAL AREA = 28,080 S.F.
- 2) PARKING ANALYSIS:
RETAIL = (14,040 S.F. x 80%) / (1 SPC./150 S.F.) = 74 SPC.
OFFICE = (14,040 S.F. x 1 SPC./200 S.F.) = 70 SPC.
RESTAURANT = (2,160 S.F. x 1 SPC./150 S.F.) = 14 SPC.
TOTAL PARKING SPACES REQUIRED = 158 SPACES
TOTAL PARKING SPACES PROVIDED = 153 SPACES
- 3) THE PROPOSED BUILDING IS TO BE SERVICED BY MUNICIPAL
SANITARY SEWER SYSTEM AND AN ON SITE PRIVATELY OWNED
DRILLED WELL. (SEE NOTE 6)
- 4) LAND AREAS NOTED AS "R.O.W." (RIGHT OF WAY) ARE TO BE
IRREVOCABLY OFFERED FOR DEDICATION TO THE TOWN OF
NEW WINDSOR FOR ROADWAY PURPOSES.
- 5) THE BOUNDARY SHOWN HEREON IS THE RESULT OF A FIELD
SURVEY COMPLETED ON APRIL 24, 1989.
- 6) THE DEVELOPER IS AN INVOLVED PARTY IN THE CREATION OF A
NEW TOWN WATER BENEFIT DISTRICT AT THIS LOCATION AND
THEREBY IS PROPOSING TO CONNECT TO THE TOWN OF NEW
WINDSOR CENTRAL WATER SYSTEM TO PROVIDE WATER SERVICE
TO THIS BUILDING. HOWEVER, THE DEVELOPER RESERVES THE
RIGHT TO SERVICE THIS BUILDING BY AN ON SITE WELL IF NEED
BE. IF A WELL IS TO BE THE WATER SOURCE FOR THIS SITE,
IT MUST BE REVIEWED AND APPROVED BY THE ORANGE
COUNTY HEALTH DEPARTMENT. THIS SITE MUST HOOK UP TO THE
CENTRAL WATER SYSTEM WHEN IT BECOMES AVAILABLE.

LIGHTING PLAN

REVISIONS:
4 - 16 - 90 (NOTES)
1 - 16 - 91

SHEET NO. 1 OF 5
SCALE: 1" = 30'
DATE: AUGUST 15, 1989
JOB NO. 89-27 DRAWN BY: M.M.M.

SITE PLAN FOR VICTORIA CENTER

TOWN OF NEW WINDSOR
ORANGE COUNTY NEW YORK

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